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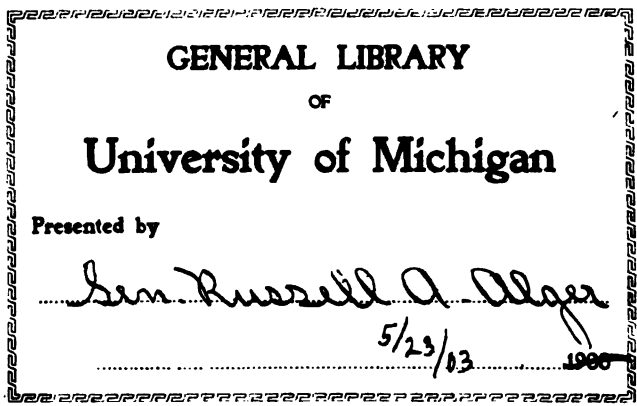
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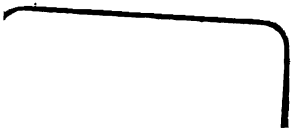
University of Michigan

Presented by

Sen Russell A. Alger

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ANNUAL REPORTS

OF THE

WAR DEPARTMENT

FOR THE

FISCAL YEAR ENDED JUNE 30, 1900.

PART 12.

REPORT OF THE

MILITARY GOVERNOR OF CUBA ON CIVIL AFFAIRS.

IN TWO VOLUMES.

VOL. II—IN FOUR PARTS.

Part 2.

WASHINGTON:

GOVERNMENT PRINTING OFFICE.

1901.

ARRANGEMENT OF THE ANNUAL REPORTS OF THE WAR DEPARTMENT FOR THE YEAR ENDING JUNE 30, 1900.

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- VOLUME II.** Parts 1-8.—Report of the Chief of Engineers.
- VOLUME III.** Report of the Chief of Ordnance.
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IN TWO VOLUMES.

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Report of Mr. E. J. Balbin, chief of the light-house board for the island of Cuba.

Report of Lieut. Commander Lucien Young, U. S. N., captain of the port of Habana.

PART 3.

Report of Maj. William M. Black, Corps of Engineers, U. S. A., chief engineer, Division of Cuba.

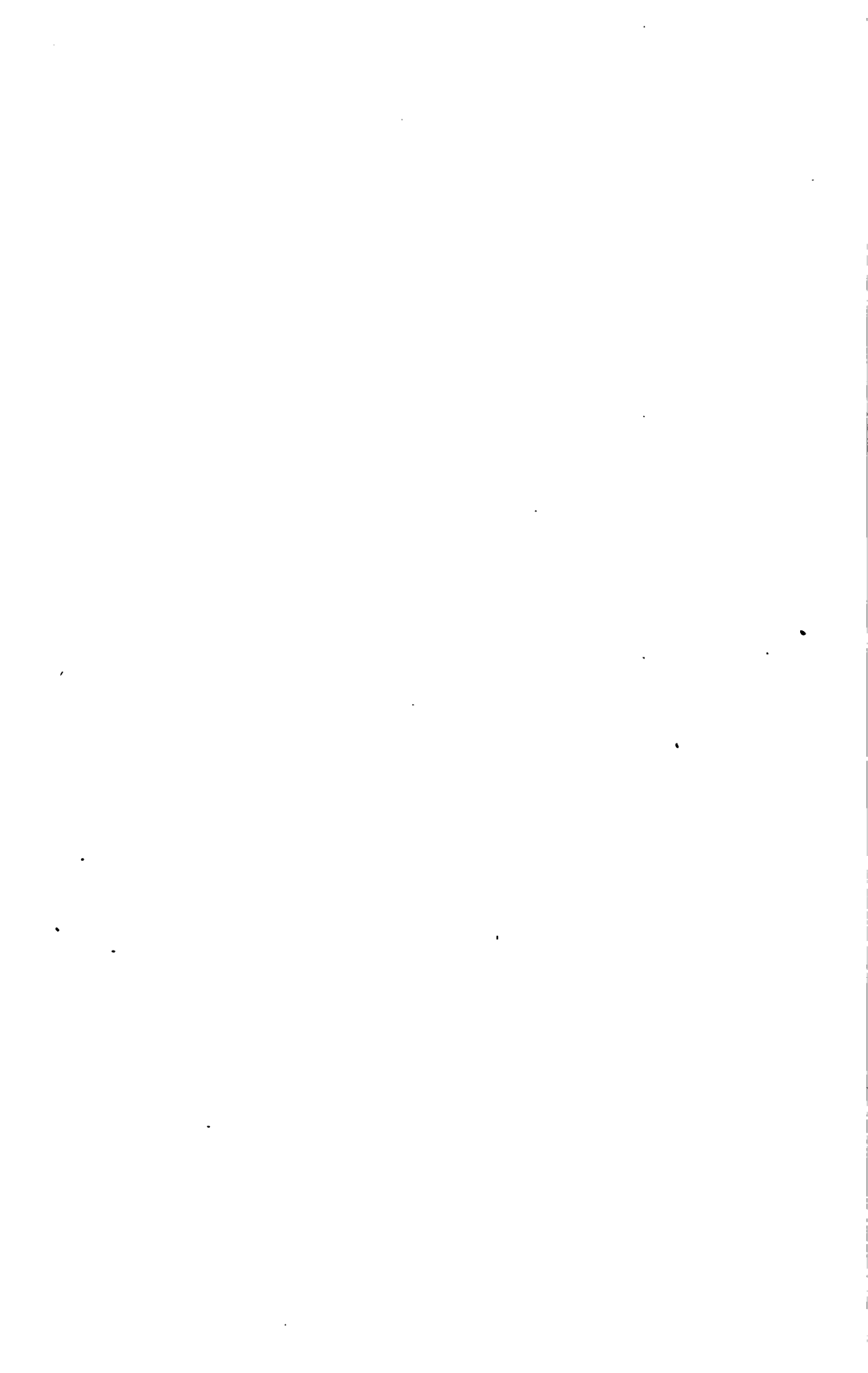
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REPORT
OF
WILLIAM H. CARLSON, COMMISSIONER OF
RAILROADS.

HABANA, CUBA, *February 28, 1901.*

ESTEEMED SIR: I have the honor to submit the following report on the railroads of Cuba:

Am pleased to state that the data herein transmitted embrace reports on all of the public railroads of Cuba but one, which I am advised by its manager, Mr. Robert M. Orr, is almost completed and will be sent me within a few days. Determined upon presenting you a report to-day, I hereby do so, and upon receipt of Mr. Orr's report I will transmit one supplemental thereof, the tabulated statements, which can then be completed, and the Spanish translation of the report. Notwithstanding all of the obstacles and reluctance on the part of the railroad managers to make any report concerning their affairs, I am pleased to state that I have succeeded, and in addition to those of the public railroads I have secured reports from over one hundred plantation railroads, which are herewith transmitted.

Representing nearly fifty millions of dollars of property, the acquisition of said data will be of inestimable benefit to the future government of the island of Cuba. It forms the foundation upon which the future relations between the public and the railroads will stand. The acquisition of same at the present moment was a wise step on the part of your excellent administration, as, had it not been done, it would have been much more difficult for the future government of Cuba to secure same. To properly appreciate this statement, it must be borne in mind that some of the railroads of Cuba have been in operation for nearly fifty years and they never have been compelled to make a full report until now. In the past they have run their affairs to suit themselves, without regard for the public or the government. In the course of time this habit became a law of their own, from which they do not wish to divert, but justice and good government of the island demand a change. How to accomplish this is a question which can best be brought about by the promulgation of a set of laws and regulations for the government of the railroads of Cuba, and I have prepared a set of such laws, which are herewith submitted for your consideration. Being based on the old Spanish laws and regulations, they will be easily understood, and, though more extensive than the average American laws and regulations, the old Spanish laws present one advantage, and that is a full detail which needs no definition to ascertain the meaning

thereof. All that is wanted is a full enforcement of said laws, with slight modifications to suit existing conditions. Should said laws be promulgated as modified herewith, I believe the secretary of public works can then remedy existing evils and bring about an adjustment of the freight and passenger tariffs. I believe the first thing to be done in order to bring about a correction of existing evils is to create a law which will leave no room to doubt its fully meeting the same, with power to correct and regulate them. When such a law is promulgated and the railroads are made to understand that they as well as the public must live up to it, then many existing evils will be corrected with facility, even without a request on the part of the government. I deem this a matter which should receive early attention, as the railroads will then know what they are expected to live up to.

To bring about the rehabilitation of the railroads of Cuba—the relevation of ancient equipment and the modernizing of their lines—is a matter which I believe should be jointly considered with the urgent need for the early completion of the central line of railroad throughout the length of the island of Cuba. To aid in bringing same about is a matter which I believe should be done at once, and I accordingly recommend that all railroad material and equipment be admitted into Cuba free of duty for one year. Such action will encourage and hasten the early completion of the said central trunk line of railroad, and its many branches to all the many good ports of Cuba, which to-day have no facilities of transportation with the interior of the island. It will hasten development, and aid in maintaining a stable form of government by permitting rail transportation between all the principal cities of the island, without being dependent upon water transportation, with an intervening area of several hundred miles without even wagon-road facilities. Then, again, the building of this central line of railroad and the execution of the plans of its builders will do more to regulate the existing railroads of Cuba than any law or other means. It will be a modern railroad of the best American standard as to road-bed and equipment. It will also be operated under American methods, which mean quick transportation and low rates. With such a railroad through the center of Cuba, a revolution will be wrought in the management of the other railroads of the island.

It is the greatest and grandest enterprise which is before the people of Cuba to-day, and it will do more good for the people and the material interests of the island than any other enterprise which is now being carried on in Cuba. In addition to helping to bring about a better railroad service, lower rates, and quick transportation, it will develop a region of virgin land of the greatest richness, which is now covered by extensive forests of valuable hardwood. These lands will be transformed into plantations, orange groves, and happy homes of industrious people who will settle along its route. The granting of this privilege of free entry of railroad material for one year will repay the island of Cuba a hundred times over. I respectfully recommend the same, with all confidence that future years will demonstrate the wisdom and advisability of such action.

The railroad managers are living in suspense as to what to do in the matter of changing the old policy of administration, which is that of “charging all that the traffic will bear.” To some extent they are justified in so doing, because during the previous wars their property was injured to a considerable extent, and the plantations, which usually

furnish the principal portion of their freight, were destroyed in many instances, thus working an injury to recover from which requires the best skill of railroad management. Were the managers of Cuban railroads certain of a stable form of government being maintained, I believe they would at once inaugurate a policy of reduction in tariffs and improvement in service, which they now hesitate to inaugurate. They fear that they may again be the financial sufferers through a period of unstable government, in which fears I differ from them, and have told all of the railroad managers that in my opinion the United States had undertaken to see that a stable form of government was established in the island of Cuba, and with the acceptance of that responsibility it assumed an obligation which virtually meant a guaranty of protection to life and property in Cuba, and in accordance therewith they should not hesitate in inaugurating reforms and in making investments to improve their properties. But looking at matters from a business standpoint, the railroad managers are not to be blamed for their policy of hesitancy in making further improvements and in charging all they can, when it is considered that most of them are carrying unpaid accounts of hundreds of thousands of dollars as a direct result of the late insurrection.

I believe that if the Cuban people will accept the kind offers and assistance of the United States in the matter of securing a stable and permanent government in the island by the people of Cuba, that then the railroad managers would immediately inaugurate reductions in tariffs and make large investments in improving their properties. I sincerely hope that the people of Cuba will accept the kind offers of the United States with the same spirit in which they are made. The unselfish labors of yourself and all the other officers of the United States Army in Cuba were everywhere in evidence as I traveled over the island, and the people of the United States can not fully appreciate same by any words that can be written, as it is necessary to travel over the island and see the faces of the happy people of to-day who not long ago were being fed by the United States. No nobler charity the world has ever seen.

The modesty of the officers of the United States Army in Cuba has withheld data concerning which I only wish the people of the United States could know. They say that they have simply done their duty. Yes, they have done the same nobly and most magnanimously, and history will carry the grand record down into future ages as an act which will ever live in the memory of man as the noblest and most unselfish action of one nation to another. I regret sincerely that a few politicians in Cuba express hatred and hostility to the United States, the benefactor and liberator of their island. But I feel confident that the great mass of the Cuban people, down in the bottom of their hearts, feel grateful to the United States. In going all over the island and talking with the masses of the people I have formed this conclusion. The people of Cuba are good-hearted and naturally happy, but no matter how strong may be these good principles in them they can not be expected to be good-hearted and happy on empty stomachs, or poorly fed ones, as a result of low wages. Idle and poorly paid laborers are bound to be easily swayed by selfish and designing agitators and scheming politicians. Consequently, in order to make the naturally good-hearted and happy people of Cuba really happy, it is necessary to aid in every way to see that the island is developed and

capital invested therein, so as to provide plenty of work for its people at good wages. Then there will be no listening to the harangues of the evil-disposed few who endeavor to sow the seeds of discord. To bring about the change of conditions absolutely required in order to give plenty of work to the people of Cuba at good wages, it is necessary to see that the central trunk line of railroad is completed at the earliest possible moment, as with its completion the island will be in such condition that every Cuban who is willing to work can do so and receive good remuneration; or with a small patch of cane, some cows, pigs, and chickens, a little house and a well-fed and happy family therein, the Cuban head thereof will then contentedly smoke his fragrant weed and not listen to the few disturbing agitators, who always have existed and always will exist in all countries.

I have the honor to respectfully call your attention to the accompanying views of Sir William C. Van Horne, Hon. Robert P. Porter, and Mr. Charles M. Pepper on the urgent necessity for the building of more railroads in Cuba, and particularly the central trunk line. I also submit the views of Mr. E. H. Pearson in regard to the necessity of aiding the railroads of Cuba to rehabilitate themselves from the severe damages which they suffered as a result of the late insurrection.

As a result of your excellent administration, the people of Cuba have been saved the sum of \$244,894.21 through the abolition of the tax of 3 per cent on freight and 10 per cent on passenger traffic, which the shippers of freight and the traveling public had to pay previously.

The amount of taxes paid by the railroads for the past fiscal year aggregate \$50,741.92. In connection with same, I have the honor to submit the views of the railroad managers objecting to any proposed change of the present system of taxation—the particular purpose of doing so being because in same are some very interesting data concerning the railroads of Cuba—but as to the merits of their request, I think that the present system of taxation of the railroads of Cuba can be improved upon considerably, but the time to do so, I think, is not the present moment. It is best to give the railroads one year in which to rehabilitate their properties and then to tax them according to the American system of taxation by an assessment based on a valuation made by the government, wherein the cash market value and earning capacity of each particular railroad is taken into consideration in the same proportion as other property is equitably assessed and justly taxed. Such a method, being fair to all, can not be reasonably objected to, as railroads are one of the principal participants in the benefits of public administration.

A statement concerning the concession received by the Western Railway from the Spanish Government is herewith submitted, as well as one concerning the Puerto Principe and Santa Cruz Railroad, with my recommendations thereon.

Statements showing list of railroad stations, their distances in miles from terminal points, and description of the country along the route of the railroads of Cuba are herewith submitted.

Although the Cuban and Pan-American Express Company is not a railroad corporation, still—as it is the principal transportation company engaged in the handling of package freight in Cuba—I have secured from Mr. Chavez, its manager in Cuba, a very interesting statement of the facilities afforded by it to the public and a comparison

of its rates with those of express companies in the United States, which statement is herewith submitted.

I have the honor to respectfully recommend that the Tricornia Military Railroad be leased to some railroad corporation or individual in order to save the expense to the government of operating said property. By doing so the government will be out nothing, and I believe will receive a fair rental, as whoever would lease said valuable terminal property, with its deep-water wharves and extensive warehouses, would utilize same to its full extent. With the earning capacity and great value of said terminal railway thus practically demonstrated, I believe that within two years the government will receive a proposition offering to pay the full cost that said property has been to the government.

Likewise the Jucaro and San Fernando Railroad should be leased to some railroad corporation or individual in order to save the expense to the government of operating said property. A fair rental can undoubtedly be secured therefor, because whoever would lease same would extend the line from Jucaro to Pala Alto, some 10 miles, at which point is deep water sufficient for the south coast steamers, and by a northern extension along the coast to the westward of Moron, better shipping facilities could be secured. The above extensions would make this railroad a most valuable one, would aid in developing the immediate country tributary to it, and instead of being a railroad without any deep-water terminals, it would become a railroad with a good terminal on the south coast and a fair one on the north. In the course of a few years I believe that the government will receive a good offer for said railroad if leased to someone now.

The abandoned Trinidad Railroad of nearly 22 miles has now been in the hands of the government for several years. It should be leased to someone for a nominal sum who will rehabilitate it. Considering its dilapidated condition, the government can not expect much direct return therefrom, but by turning said roadbed and rails over to some railroad corporation or individual on a long lease, the government will receive the indirect benefit of causing the people along the route of said railroad to enjoy rail transportation facilities from which they are at present debarred.

The above suggestions that I respectfully make for the government to lease its three railroads are in line with action taken by other governments. In Mexico the Government, after spending many millions of dollars on the Tehuantepec Railroad, finally leased it to the English firm of Pearson & Co., and as a result the railroad service has been improved, and the Government has been saved the usual expense it was to—instead of which it is receiving an income therefrom. I believe that similar results will follow the leasing of the three railroads owned by the government of Cuba.

In addition to the report which I will receive in a few days from General Manager Orr, I am daily expecting some additional data from Maj. Chauncey B. Baker, concerning the Tricornia Railroad, and from the general manager of the Cardenas and Jucaro Railroad, which I will transmit with same.

I must thank you for the stenographer placed at my service during the past two months and ten days, during which time in said capacity Mr. Louis Blaisdell has worked faithfully and diligently, turning out 4,858 pieces of typewritten work.

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I must congratulate you on your excellent administration of affairs in the island of Cuba, and I wish you all success in the arduous labors of establishing a stable form of government in Cuba, but I am glad to note that every day adds to the definite results which are the outcome of your able, wise, and patriotic administration of the sacred trust which has been intrusted to you to perform.

I have the honor to be, yours, very respectfully,

WILLIAM H. CARLSON.

Maj. Gen. LEONARD WOOD, U. S. A.,

Military Governor of Cuba.

VIEWS OF SIR WILLIAM C. VAN HORNE ON THE RAILROADS OF CUBA.

HABANA, CUBA, December 10, 1900.

MY DEAR SIR: I am much obliged for the opportunity you have given me to state my views on the subject of aiding in the construction and reconstruction of railways in Cuba.

You are no doubt familiar with the conditions of the existing railways, and know that large expenditures upon them are necessary to enable them to afford satisfactory service to the public, and that, with perhaps one or two exceptions, their earnings will not for some time to come be sufficient for this, and also that present conditions do not favor the raising of more money for such a purpose.

I am strongly of the opinion that the companies should be assisted and encouraged in pushing the reconstruction and improvement of their lines by the admission free of duty for at least two years of rails and fastenings, frogs, switch stands, and other track materials, and also turntables, steel bridges, and rolling stock.

Many new lines are urgently needed in the island for the opening up of the country generally, and for the accommodation of local districts and industries, and these should, too, I think, be encouraged in every possible way. Perhaps the only practicable way to assist them will be in the way of free entry of construction materials and plant and rolling stock. Although this assistance would be small in comparison with the total expenditure involved in the building of these lines, it will help very much. Practically no railway-construction materials, plant, or rolling stock is manufactured in Cuba. The free entry, in addition to track and bridge materials, should include steam shovels, rock crushers, scrapers, wheelbarrows, shovels, picks, wagons, carts, harness, grading machines, pile drivers, telegraph wire, brackets and cross-arm insulators, telegraph instruments, cement turntables, locomotives, freight and passenger cars, hand and push cars, plant, tools, appliances, and all other materials usual and necessary to railway construction, and to be used for railway purposes only, and which are not manufactured in Cuba, and if so manufactured, not of proper quality or at reasonable cost.

It would not be a difficult matter to guard effectively against any abuse of the privilege of free entry of materials, etc., for the purpose indicated. The number of companies importing such material would be small, and a proof of proper use could be easily secured. No private interests would be injured by the exemption from duty, for a given time, of railway materials. Should this policy result in a new railway construction, the public would gain. Should it fail to stimulate such construction, nothing would be lost, for nothing would be brought in.

Speaking for the Cuba company, of which I have the honor to be the president, and which contemplates the construction of some hundreds of miles of railway in the undeveloped sections of eastern Cuba, as soon as conditions will permit, I may say that the free entry of railway materials, plant, etc., will have a decided effect in hastening its work and enlarging its plans for the next two years.

Yours, very truly,

W. C. VAN HORNE.

WILLIAM H. CARLSON,

Special Commissioner of Railroads of Cuba, Matanzas, Cuba.

VIEWS OF HON. ROBERT P. PORTER CONCERNING PROPOSED RAILROAD THROUGH THE CENTER OF CUBA.

Hon. Robert P. Porter, in his book entitled *Industrial Cuba*, publishes the following able opinion on the urgent necessity for the early construction of a main line of railroad through the center of Cuba, the advantages that will result therefrom, and the justice of aiding the project by the government:

"The railway system of Cuba, consisting of seven companies, the aggregate length of whose lines is only 1,467 kilometers, or 917 miles, is entirely inadequate in bringing the extreme ends of the island together, Santiago and Habana in point of time being as far apart as San Francisco and New York, though only separated by a distance of a few hundred miles. The facts gathered on this subject and the maps presented elsewhere point to the advisability of immediately constructing a trunk railway from end to end of the island, with branches extending north and south to the important cities and ports. From whatever standpoint it may be viewed, no one enterprise could do so much to improve the situation on the island. No revolution could have existed in Cuba if such a railroad had been completed by the former government, and nothing will so rapidly tend to the revival of commercial and general business as the facility for quick passage from one end of the island to the other, and from the trunk line over branches to the seaboard cities. All political turbulence will be quieted thereby and prevented in the future. The entire country will be opened to commerce, lands now of practically no value and unproductive will be worked, the seaport towns will become active, and commerce between the island and the United States will soon be restored to the former figures of approximately \$100,000,000 per annum. Business enterprise, ever alert to conditions such as herein described, had already surveyed the route, and there are several projects on foot looking toward prompt action in this direction. After a careful study of the situation it would seem extremely doubtful if such an enterprise could be made a commercial success for many years to come without material assistance from those responsible for the industrial future of Cuba."

CHARLES M. PEPPER'S DESCRIPTION OF CUBAN RAILROADS.

Charles M. Pepper, esq., in his book, entitled *To-morrow in Cuba*, makes the following interesting statement concerning the railroads of Cuba:

"The clearing of the forest lands and the building of railways and ordinary roads for a time will go forward evenly with the reconstruction of the sugar plantations. The island to-day has 1,135 miles of railway, exclusive of the narrow-gauge lines on the sugar plantations, which serve to bring the cane to the central mills. When 1,300 or perhaps 1,200 miles more are built, railway construction will be ended, because there will be no need of further means of communication. In its industrial aspects the Cuba of the past must be viewed as a stationary body. The building of railways was a slow work. A description of the island in 1900 would vary little from a description in 1845. The towns in 1850 were what they were in 1895. The means of travel were the same, the roads were the same, and few new highways of commerce were opened during half a century. The first railroad was built from Guines to Habana within a few years after George Stevenson told the poking parliamentary committee which quizzed him that the locomotive he had invented would undoubtedly prove an inconvenient thing for the cows which happened to get in its way.

"The 1,200 or 1,300 miles of railway which are yet to be constructed will join the city of Santa Clara with the city of Santiago, closing a gap of less than 300 miles. It will have feeders to the north and south coasts to Nipe, Gibara, Baracoa, Sancti Spiritus, Santa Cruz del Sur, and Manzanillo. When this construction is finished, the backbone or central railway across the length of the island will be a fact, because existing lines will complete the links. The narrowness of Cuba forbids parallel roads, except for short distances. This backbone railway was for fifty years an inviting project, but the English and the French capitalists who organized companies, made surveys, and secured what they supposed were government concessions, were always foiled in the end by the Spanish shipowners. Only the memory of banquets to the government officials remained to the capitalists; but that will not be the case in the future.

"Of the systems, the Jucaro-Moron Railway belongs to the future government of Cuba. It is an inheritance from Spanish sovereignty, being the old military trocha. It passes through a thinly populated region, and its commercial value has been doubted because neither of the terminals has a good harbor. Nevertheless, the

country which is tributary to it is very fertile and capable of great development, while branches may be built from the main stem to good ports on both the north and south coast. This line cost the Spanish Government \$1,152,800 in gold. The Habana Terminal Railway, so called, is a belt line running from the docks at Tricornia and intersecting the lines which enter Habana. It was built to facilitate the movement of the troops and the landing of the supplies. When the United States ceases to have use for it this belt line will be valuable to the existing roads, and if sold to them should bring a good price.

"The present ownership of the Cuban railways is chiefly in London. English capitalists were heavily interested before the insurrection broke out. They built the Western Railway, running from the city of Habana to the town of Pinar del Rio, through the tobacco country. Surveys have been made to extend this line 30 miles farther westward. English capitalists also control the United Railways of Habana, which enter the city from both east and west, though the most of the lines run eastward. Cubans and Spaniards were the chief stockholders in the sugar-carrying roads known as the Cardenas-Jucaro and the Matanzas-Sabanilla systems. After the signing of the protocol, in order to get money with which to work their plantations or for other purposes, they sold their holdings to the Englishmen."

VIEWS OF MR. E. H. PEARSON CONCERNING THE IMPORT DUTY ON RAILROAD MATERIAL.

The following statement made by Mr. E. H. Pearson, on October 5, 1897, to Hon. Robert P. Porter is worthy of serious consideration to-day, as illustrating conditions then existing, which still need further action in order to rehabilitate the railroads of Cuba. Mr. Pearson was then the general manager of the Western Railroad of Habana, but now occupies that position with the Cuban Central Railways. Mr. Pearson says:

"Speaking of the railways as an industry, they have suffered fully as much as the plantations, for in addition to the loss of freight due to the stopping of the work on plantations we have also lost material. Such duties as those now in force make people think twice before extending railroads. If the duty was reduced, we would probably import ready-made carriages from the States instead of making them in Cuba.

"Nearly all articles for railroad use could not be exported from Spain, and therefore they put a very high duty on them, whether shipped from Spain or other countries.

"During the war we had nine stations burned completely, as well as innumerable bridges and culverts. It is now to our advantage to replace these in iron if we can get them in at lower duty. We had two complete passenger trains burned, and at least one-third of the wagon stock destroyed. We had seven or eight engines blown up, all of which were sold for scrap to get rid of them. If the duty would permit we would import from the United States into Cuba ready-made stations.

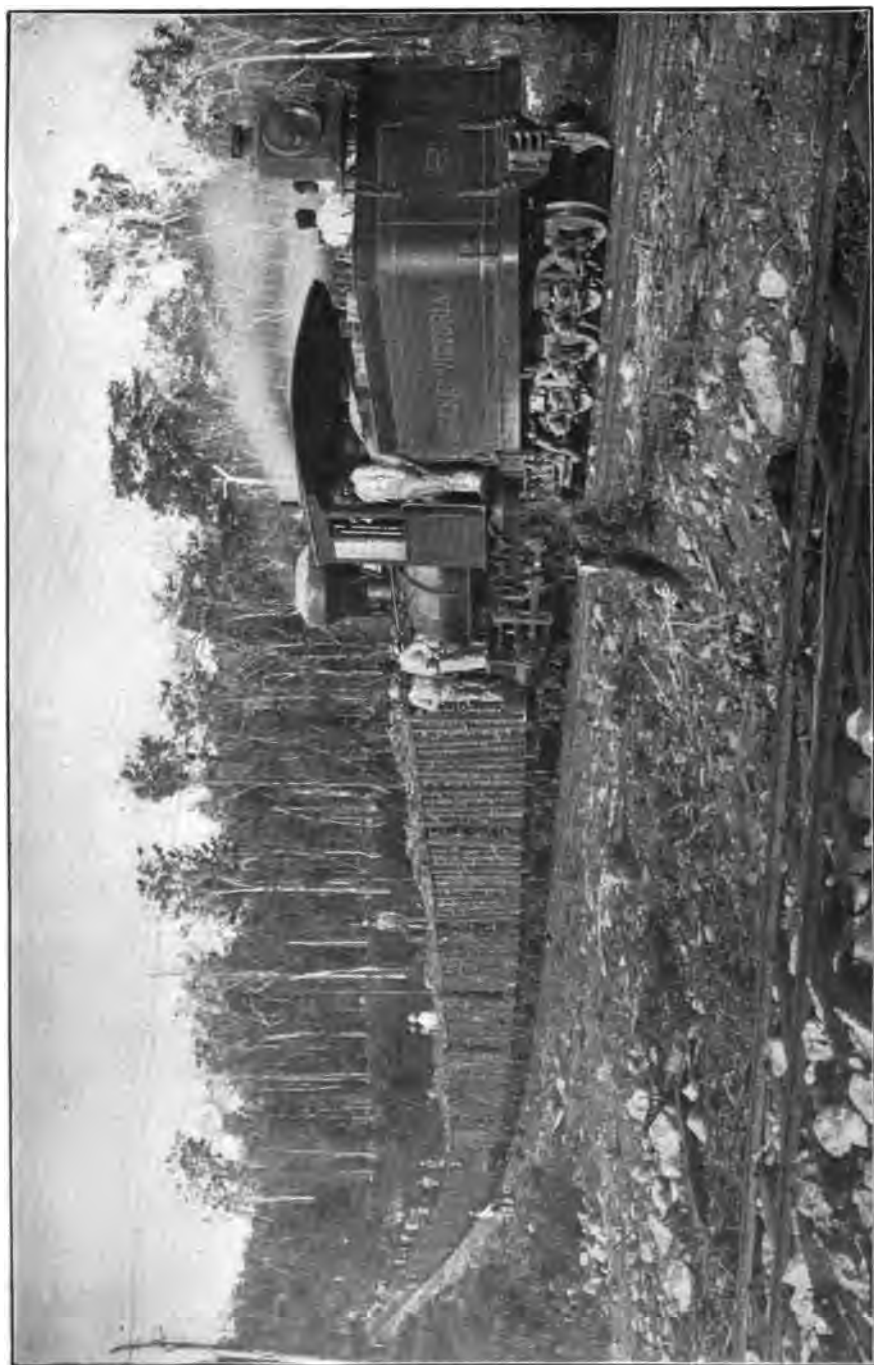
"My idea is that the railways should be allowed to import for a while free, in order to enable them to rebuild the roads and make up for the damages done during the war. If this is not done, they should at least be shown some consideration."

RAILROAD TAXES OF CUBA.

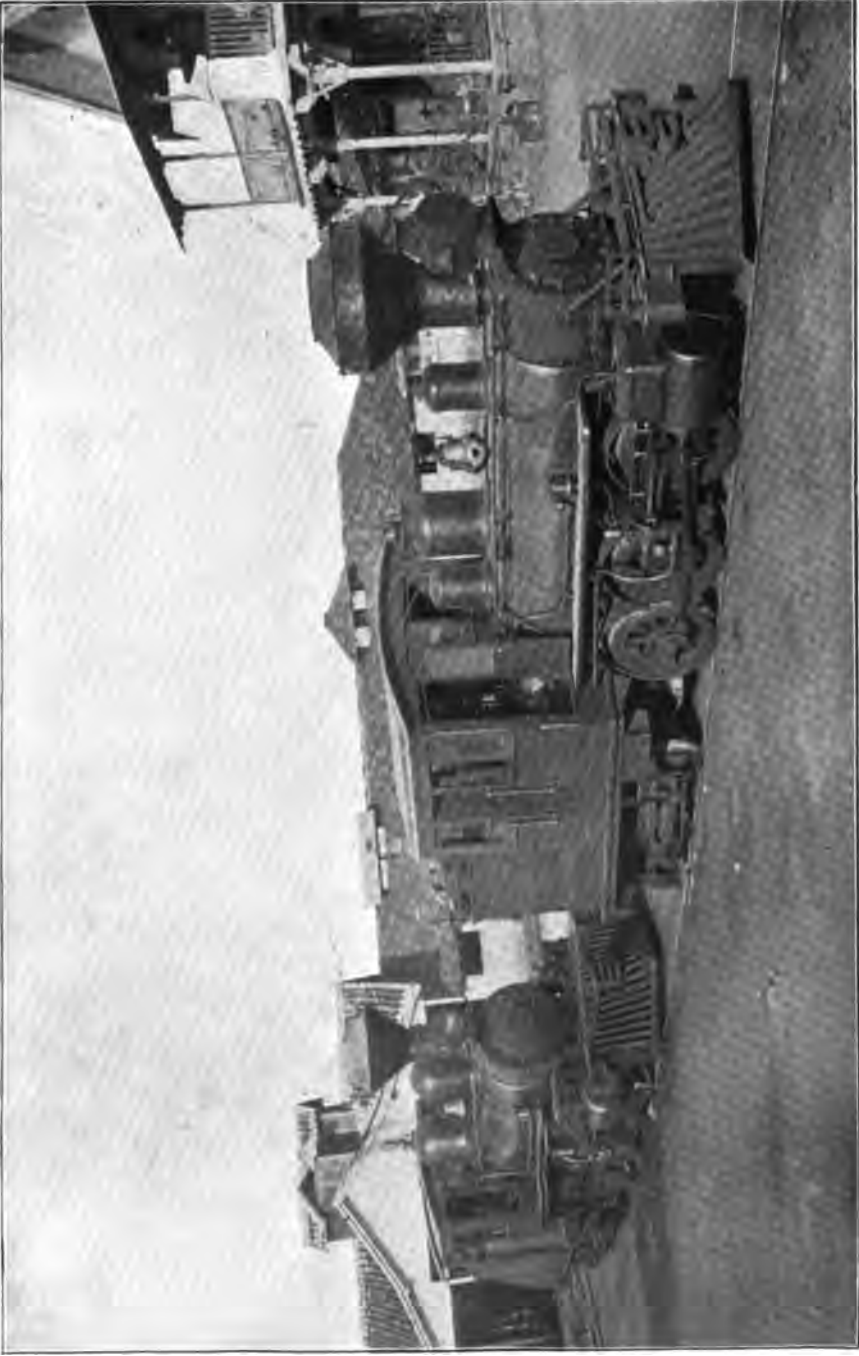
Amount of taxes paid by the railroads of Cuba for the fiscal year ending June 30, 1900.

Western Railway of Habana	\$8,358.67
United Railways of Habana.....	3,816.62
Cuban Central Railways, Limited.....	11,062.11
Marianao Railway.....	4,669.41
Cardenas and Jucaro Railroad.....	12,760.11
Matanzas Railroad.....	4,700.00
Puerto Principe and Nuevitas Railroad	5,396.00
Total.....	50,741.92

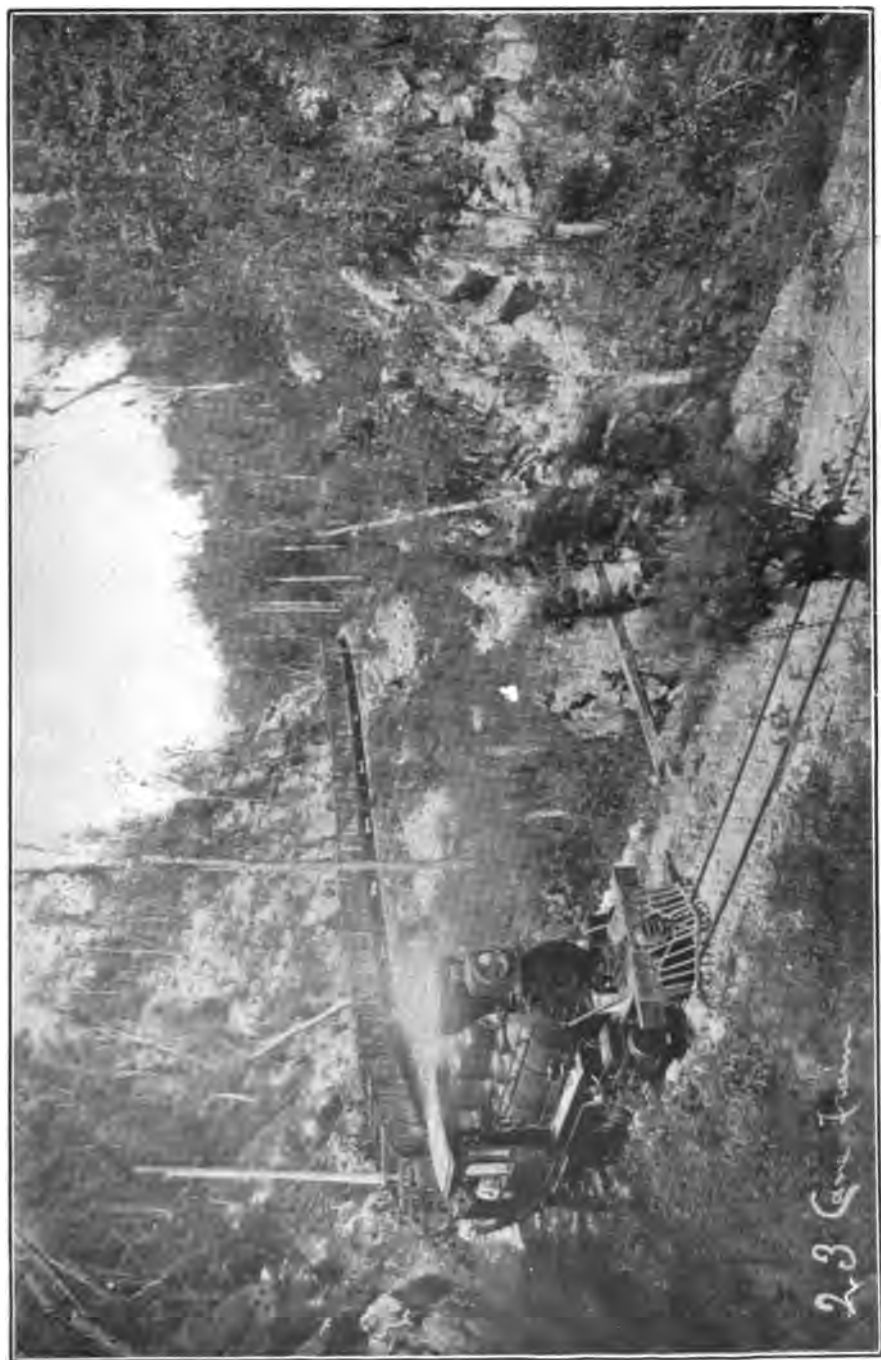
The above taxes were paid on the basis of 4.7 per cent of the net profits of the railroads for the fiscal year.



BETWEEN VICTORIA AND YAGUAJAY, VICTORIA PLANTATION RAILROAD.



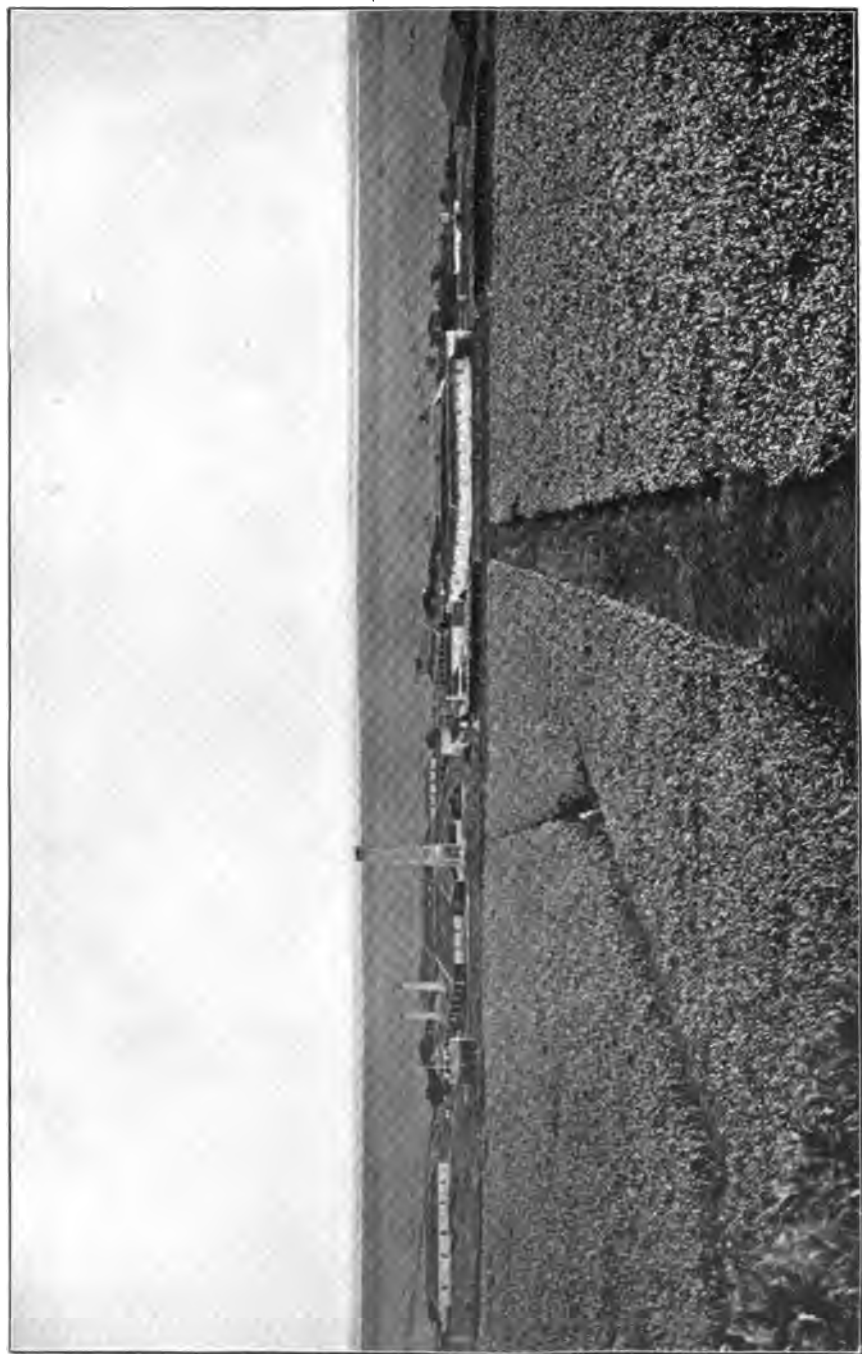
RAILROAD YARD, CIEGO DE AVILA, JUCARO AND SAN FERNANDO MILITARY RAILROAD.



SCENE BETWEEN VICTORIA AND YAGUAJAY, VICTORIA PLANTATION RAILROAD.

40

32



BIRD'S-EYE VIEW OF CARIDAD PLANTATION.



MAIN PASSENGER DEPOT AT HABANA, UNITED RAILWAYS.



SCENE ON LOTERIA PLANTATION RAILROAD.

Amount of receipts of taxes on freight and passengers collected by the railroads of Cuba, and by them turned into the treasury of the island of Cuba.

[The basis of said tax was 10 per cent additional to the passenger tariff and 3 per cent additional to the merchandise tariff.]

Western Railway	\$50,867.16
United Railways of Habana	70,445.57
Cuban Central Railways, Limited	47,896.75
Cardenas and Jucaro Railroad	34,856.53
Matanzas Railroad	17,460.31
Puerto Principe Railroad	8,049.65
Santiago Railroad	5,811.01
Guantanamo Railroad	5,708.40
Gibara Railroad	1,740.16
Tunas and Sancti Spiritus Railroad	1,197.78
Rodas Railroad	802.33
Abreus and Cieneguita Railroad	31.29
Carahatas Railroad	57.65
Central Caracas Railroad	969.62
Total	244,894.21

Said tax has been abolished and the only tax now in force in connection with the railroads of Cuba is that of 4.7 per cent of their net profits for each year.

CONCESSION FOR THE EXTENSION OF THE WESTERN RAILWAY.

In the latter part of 1898 the Spanish officials granted a concession to the Western Railway for the construction of an extension of its line from Pinar del Rio to Guane. Upon the accession of the military authorities of the United States the railway company was delayed in constructing the extension because of some questions raised as to the validity of the concession. The immediate construction of this extension is of great importance as a matter of public improvement in the district through which it passes. Further injury to the development of that section's resources will be caused by awaiting the determination of the legal technicalities in respect to the validity of the concession, the speedy determination of such questions being an impossibility.

The Foraker amendment prevents any supplementary grant by the military authorities of Cuba which would cure the technical defects, if any, in the concession. In view of the urgent public necessity for the immediate building of this railroad, I therefore respectfully recommend that the Western Railway be allowed to construct the extension under the concession it received from the Spanish Government, without further delay or interference by the military authorities of Cuba and without either affirming or denying the validity of the concession, leaving that question to be raised and determined in the courts of Cuba in accordance with the regular procedure in such cases.

PUERTO PRINCIPE AND SANTA CRUZ RAILROAD.

A concession for the construction of this line was granted by the Spanish officials in 1895 to Emilio del Monte. The construction of the line was rendered impossible by the military operations, and the time for its construction was extended from time to time until the American occupation. The owners of the concession have already procured rights of way and done some work of grading. The early building of this road is a public necessity, and letters urging the granting of permission to build same were sent to General Brooke by General Gomez and other Cubans of prominence, accompanied by petitions of hundreds of residents along the route of the railroad. It will work a further injury to the district which the proposed line traverses to delay its construction in order to determine the technical legal questions raised, and as the public will be greatly benefited by its early building, I respectfully recommend that the owners of the concession be allowed to go ahead and build their road under their concession, without further delay or interference by the military authorities, and without either affirming or denying the validity of the same, leaving that question to be raised and determined in the courts of Cuba in accordance with the regular procedure in such cases. Such a course, I believe, will be beneficial to the public interests, as it will secure the early building of the road, which is a public necessity for the district through which it passes.

Public railroads of Cuba—List of stations and distances.

UNITED RAILWAYS OF HABANA.

HABANA AND BATABANO LINE.

Habana to—	Miles.
Carlos III.....	1½
Pueblo Nuevo.....	2
Cienaga.....	3½
Mordazo.....	4½
García.....	7½
Almendares.....	7½
Toledo.....	8
Ferro.....	10
Aguada.....	11½
Rincon.....	14
Cruco del Oeste (junction Western Rail- way).....	15
Bejucal.....	17½
Buenaventura.....	20
Quivicán.....	23½
San Felipe.....	27
Pozo Redondo.....	31½
Quintana.....	33½
Batabano.....	36

HABANA AND GUANAJAY LINE (BRANCHES OFF FROM ABOVE LINE AT RINCON, 14 MILES FROM HABANA).

Habana to—	Miles.
Govea.....	18
San Antonio.....	23
Seborucal.....	27
Saladrigas (flag station).....	28
Ceiba del Agua.....	31
Guanajay.....	35

HABANA AND UNION LINE (BRANCHES FROM BATABANO LINE AT SAN FELIPE, 27 MILES FROM HABANA).

Habana to—	Miles.
Duran.....	29
Guara.....	33½
Melena.....	37
Palenque.....	41
Guines.....	42½
Rio Seco.....	49
San Nicolas.....	53
Vegas.....	59
Palos.....	64

HABANA AND UNION LINE, ETC.—continued.

Habana to—	Miles.
Lima.....	68
Bermeja.....	71½
La Union.....	77½
Canas.....	83½

GUINES AND EMPALME LINE.

Guines to—	Miles.
Catalina.....	8
Robles.....	13½
Empalme.....	22
Xenes.....	24½
Matanzas.....	37
Branch from Sabana de Robles to Ma- druga.....	5

HABANA AND JOVELLANOS LINE (COMMENCES AT REGLA, HABANA HARBOR).

Regla to—	Miles.
Minas.....	9
Florida.....	13½
San Miguel.....	17½
Jaruco.....	24
Bainoa.....	28
Aguacate.....	36½
Empalme.....	38
Ceiba Mocha.....	43½
Acosta.....	44
Benavides.....	46
Junction with La Union Branch of Ma- tanzas Railway.....	53
Matanzas.....	55
Gelpi.....	58
Guanabana.....	61½
Ibarra.....	63½
Caobas.....	67½
Limonar.....	69½
Sumidero.....	74
Coliseo.....	77½
Tosca.....	80
Madan.....	80½
Jovellanos.....	88½

REGLA AND GUANABACOA LINE.

Regla to Guanabacoa.....	Miles.
	24

WESTERN RAILWAY OF HABANA.

Habana to—	Miles.
Pinos.....	4½
Arroyo Naranja.....	7½
Colabazar.....	8
Rancho Boyeros.....	9½
Santiago de las Vegas.....	12
Rincon.....	13½
Salud.....	19½
Gabriel.....	24
Guira de Melena.....	27½
Alquizar.....	32½
Dagame.....	37
Cañas.....	40½
Artemisa.....	43½
Mangas.....	48½
Punta Prava.....	51
Candelaria.....	57
San Cristobal.....	62½
Taco-Taco.....	69

Habana to—	Miles.
Paso Real.....	83½
Herradura.....	89½
Consolacion del Sur.....	94½
Puerto de Golpe.....	100
Las Ovas.....	103½
Pinar del Rio.....	109½

MARIANAO AND HABANA RAILWAY.

Habana (Concha Station) to—	Miles.
Tulipan.....	11
Cerro.....	2
Puentes Grandes.....	3
Ceiba.....	4
Buena Vista.....	5½
Sama (or Marianao).....	6½
Playa de Marianao.....	9

HABANA TERMINAL RAILWAY (MILITARY LINE).

Habana Harbor via Tricornia.....	Miles.
	6

MATANZAS RAILWAY.

Matanzas to—	Miles.
Gelpi	4½
Guanabana	7½
Cidra	12½
Sabanilla	17
Union	21½
Bolondron	28
Guira	31½
Montalvo	36
Corral Falso	38½
La Isabel	44½
Cuevitas	58
Guareiras	64
Carrillo	69½
Cumanayagua	71
Eales	85

NAVAJAS AND JAGUEY BRANCH.

Montalvo (or Navajas) to—	Miles.
Pedroso	5½
Torriente	13½
Crimea	18½
Jaguey Grande	22
Murga	29

SAN GONZALO AND ESPERANZA BRANCH.

San Gonzalo to Esperanza.....	Miles.
	12½

UNION AND CONCHITA BRANCH.

Union to Conchita.....	3½
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GUIRA AND NIEVES BRANCH.

Guira to Nieves.....	11½
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NAVAJAS AND ATREVEDO BRANCH.

Navajas to Atrevedo.....	11½
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GUAREIRAS AND COLON BRANCH.

Guareiras to Colon.....	6½
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LA ROSA AND CAIMITAL BRANCH.

La Rosa to Caimital.....	6½
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GUAREIRAS AND DESQUITE BRANCH.

Guareiras to Desquite.....	7½
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THE CARDENAS-JUCARO RAILROAD SYSTEM.

CARDENAS, SANTO DOMINGO, AND SANTA CLARA LINE.

Cardenas to—	Miles.
Contreras	7½
Cimarrones	13½
Jovellanos	16½
Quintana	23½
Perico	28½
Retamal	33½
Colon	36½
Aguica	43
Macagua	48½
San Pedro	57
Real Campina	60
Alveres	62½
Mordazo	67½
Manacas	75½
Santo Domingo	81½
Jicotea	89
Esperanza	96

JOVELLANOS-MONTALVO LINE.

Jovellanos to—	Miles.
Medina	7
Montalva	10½

CARDENAS-YAGUARALS LINE.

Cardenas to—	Miles.
San Anton	11
Recreo	14
Altamisal	21½
Pijuan	25
Retamal	28
Gispert	33
Guareiras	38½
Calimeto	42
Amarillas	47
Aguada	54
Yaguaramas	67

RECREO-ITABO LINE.

Recreo to—	Miles.
Sabanilla de la Palma	4
Hato Nuevo	9½
Itabo	12½

ALTAMISAL-MACAGUA LINE.

Altamisal to—	Miles.
Banaguises	8½
San Jose de los Ramos	13½
Macagua	20

CUBAN CENTRAL RAILWAYS, LIMITED.

CIENFUEGOS-SANTA CLARA LINE.

Cienfuegos to—	Miles.
Palmira	9
Arrieta	13
Camaronas	15½
Cruces	19½
Angelita	23½
Ranchuelo	27½
Esperanza	33½
Santa Clara	42½

SAGUA LA GRANDE LINE.

Concha (La Boca, La Isabella seaport) to—	Miles.
Sagua la Grande	11
Sitiecito	14½
Rodrigo	23½
Santo Domingo	33
San Marcos	36½
Las Lajas	43
Las Cruces	48½

SITIECITO-ENCRUJADA LINE.

Sitiecito to—	Miles.
Sitio Grande	4½
Cifuentes	9
Mata	17
Encrucijada	21½

SITIECITO-ENCRUJADA LINE—continued.

Sitiecito to—	Miles.
Vega Alta	27
Quinta	31½
Camajuaní	35

SAGUA-CHINCHILLA LINE (NARROW-GAUGE).

Sagua la Grande to Chinchilla	4½
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UNITED RAILWAYS OF CAIBARIEN.

Caibarien to—	Miles.
Remedios	5
Taguayabon	13
Vega de Palmas	16
Camajuaní	18½
Salamanca	23
San Andres	29
Placetas	33

ZAZA RAILROAD (NARROW-GAUGE, 3 FEET WIDE).

Caibarien to—	Miles.
Rojas	5
Vinas	7½
Zulueta	13
Placetas	22½

SAN CAYETANO AND VINALES RAILROAD (NARROW-GAUGE, 2½ FEET WIDE, NOT IN OPERATION).

	Miles.
San Cayetano (seaport) to Vinales (only stations Dolores and Soledad).....	15

TUNAS AND SANCTI SPIRITUS RAILWAY.

Tunas de Zaza to—	Miles.
Zaza.....	5½
Guasimal.....	10
Casariago.....	15½
Jarao.....	18½
Valle.....	24½

TRINIDAD RAILROAD (NOT IN OPERATION).

Casilda to—	Miles.
Trinidad.....	4
Fernandez.....	22

JUCARO-MORON RAILWAY (MILITARY LINE).

Jucaro to—	Miles.
Ciego de Avila.....	16½
Piedras.....	22½
Moron.....	36
Estero.....	40

PUERTO PRINCIPE-NUEVITAS RAILROAD.

Nuevitas to—	Miles.
Buena Vista.....	7½
Rambazo.....	17
Aguada Josefina.....	22½
Minas.....	24½
Altagracia.....	31½
Puerto Principe.....	45

GUANTANAMO RAILROAD.

Caimanera to—	Miles.
Guantanamo.....	6½
Jamaica.....	19

SOLEDAD BRANCH.

Cuatro Caminos to Soledad.....	3½
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GIBARA-HOLGUIN RAILROAD.

Gibara to—	Miles.
Cantimplora.....	6½
Auras.....	9½
Aguas Claras.....	15
Holguin.....	20

SANTIAGO RAILROAD.

Santiago de Cuba to—	Miles.
El Caney.....	2
Boniato.....	5½
El Cristo.....	10
Moron.....	12½
Enramadas.....	21
San Luis.....	26

MORON-SABANILLA BRANCH.

Moron to—	Miles.
Alto Songo.....	4
Socorro.....	6
Sabanilla.....	7

Aggregate length of the public railroads of Cuba.

	Miles.
United Railways of Habana.....	246½
Western Railroad.....	109½
Marianao and Habana Railway, Limited.....	9
Habana Terminal Railway (military line).....	6
Matanzas Railroad.....	172½
Cardenas and Jucaro Railroad System.....	206
Cuban Central Railways, Limited.....	186
San Cayetano and Vinales Railroad (narrow-gauge).....	15
Trinidad Railroad.....	22
Jucaro-Moron Railway (military line).....	40
Puerto Principe-Nuevitas Railroad.....	45
Tunas and Sancti Spiritus Railroad.....	24½
Guantanamo Railroad.....	22½
Gibara-Holguin Railroad.....	20
Santiago Railroad.....	33
Total.....	1,157½

DESCRIPTION OF THE COUNTRY ALONG THE ROUTE OF THE RAILROADS OF CUBA.

Habana and Batabano line of the United Railways of Habana.—Starting from the Villanueva depot, in the center of the city of Habana and within two blocks of the Hotel Inglaterra, the train runs slowly through the city. Three and one-eighth miles distant Cienaga Station is reached. Then the route followed is through a low, level valley of some width and well cultivated. At Toledo, 8 miles distant from Habana, the country is well cultivated to sugar cane. At Aguada, 11½ miles from Habana, tobacco fields abound. Seventeen and a half miles from Habana is Bejucal, where the country is level, rich, and well cultivated, and the town there has several large cigar factories. The soil grows better at Buenaventura, 20 miles distant, and 23½ miles distant from Habana is Quivicán, where cane growing is carried on extensively. At San Felipe, 27 miles distant from Habana, is the town where the La Union line of the United Railways starts from, situated in a good sugar-growing region. Pozo Redondo is 31½ miles from Habana, and is likewise a sugar-growing region. Finally, Batabano is reached, 36 miles distant from Habana. It is the port from which the Menéndez line of steamships run eastward to Santiago de Cuba and way ports and westerly along the south coast and to the Isle of Pines. Sponge shipping is one important industry at Batabano, quite a fleet of sponge boats making it their headquarters.

Habana and Guanajay line, United Railways.—This line branches off from the Batabano line at Rincon, 14 miles distant from Habana. After passing San Antonio, 23 miles from Habana, tobacco cultivation is noticed, and at Seborucal, 27 miles distant, it is noticed as being extensively carried on. The terminus, Guanajay, is 35 miles from Habana, and is situated in the center of a rich agricultural region, where tobacco is one of the principal crops.

Habana to La Union, United Railways.—The line running to La Union leaves the Habana-Batabano line at San Felipe, 27 miles from Habana. The country is level and planted to sugar cane. At a distance of 42½ miles from Habana is the town of Guines, which is quite an important commercial center for the surrounding country. The land along the entire route from San Felipe to La Union is rich, and much cane is grown thereon, although many horses and cattle are also raised. La Union is 77½ miles from Habana.

Habana, Matanzas, and Jovellanos, United Railways.—Commencing at Regla, on the opposite side of the bay from Habana, the terminal grounds of the above line embraces most valuable water-front property, whereon are located large warehouses, and ferry connection is made with Habana by ferryboats similar to those used in the United States. After leaving Campo Florida, 13½ miles from Habana Harbor, the country changes its hilly character, and becomes level and covered with cane, although to the southward, some two or three miles distant, are wooded hills. At Jaruco, 20 miles from Regla, is a banana grove and numerous cornfields. Beyond the town the country is level and cane more prominent. Aguacate, 38½ miles from Regla, is surrounded by a rich sugar-growing section, ornamented by numerous royal palms. At Empalme, 38 miles from Regla, a branch line runs to a connection with the Habana and La Union Line at Guines. Continuing on from Empalme, the train takes one through a hilly region, and after passing Benavides, some 46 miles from Regla, the country changes to a level, well-cultivated region; and at a distance of 55 miles from Regla, Matanzas is reached, the depot there being modern and inviting, containing a dining room and all the appurtenances of a first-class American passenger depot. Proceeding eastward from Matanzas, the town of Limonar is reached, 69½ miles from Regla. It is situated in a sugar-growing region. After passing Coliseo, 77½ miles from Regla, a rich cane-growing section is reached. At a distance of 88½ miles from Regla, Jovellanos is reached, at which is a union depot, it being the junction point with the Cardenas Railroad system. It is the center of a rich cane-growing district.

Regla and Guanabacoa Line, United Railways.—A ride of 2½ miles from Regla takes one to Guanabacoa, a pretty suburb of Habana.

Habana to Pinar del Rio, Western Railroad.—Starting from its station, called "Cristina," the road runs from Habana over a pretty route, with palm trees here and there in striking contrast to the well-cultivated fields of fertile soil, with large areas of cane alternating with green fields of tobacco. At Artemisa, 43½ miles from Habana, is a good-sized town, and from it runs the main highway to Guanajay, a splendid example of good road building. Continuing westward from Artemisa the country changes from a sugar-growing region to one of fields of tobacco, with here and there green meadows on which numerous herds of cattle graze. San Cristobal is passed 62½ miles from Habana, and around Consolacion, 94 miles from Habana, tobacco fields become common. Finally, Pinar del Rio is reached, 109½ miles from Habana. It is situated in the heart of the tobacco district.

Habana to Marianao, Marianao Railroad.—This suburban railroad of 9 miles takes one from Habana through fertile fields and beautiful scenery to the ocean beach at Marianao.

Matanzas to Cumanayagua, Matanzas Railroad.—Traversing rich fields of sugar cane, this well-constructed and stone-ballasted railroad runs from Matanzas in a southerly direction to La Union, 21½ miles distant, where a connection is made with the San Felipe and La Union Branch of the United Railways. From La Union the road turns in an easterly direction, and continuing through immense fields of sugar cane it passes many great "centrals," finally reaching Cumanayagua, 85 miles distant from Matanzas. Connection is made at Cumanayagua with the Santa Clara line of the Cardenas and Jucaro Railroad. At Guareiras, 64 miles from Matanzas, a branch of the Cardenas and Jucaro Railroad was crossed.

Montalvo to Jaguey, Matanzas Railroad.—Leaving the main line of the Matanzas Railroad at Montalvo, 36 miles from Matanzas, this branch railroad runs to Murga, for a distance of 29 miles through a rich agricultural district.

Cardenas to Santo Domingo and Santa Clara, Cardenas and Jucaro Railroad.—Commencing at a large and substantially built depot at Cardenas, this railroad passes through great fields of sugar cane, and along its route are numerous plantation railroads transporting the cane cuttings to the various "sugar centrals." Jovellanos is reached at a distance of 16½ miles from Cardenas. The said town is the junction point with the United Railways line from Matanzas, and a good union depot is located there. Thirty-six and a-half miles from Cardenas the important town of Colon is reached, situated in the center of a great sugar-cane country. Macagua is reached after traveling 48½ miles from Cardenas. Its vicinity is considered one of the richest agricultural regions of Cuba. At Santo Domingo, 81½ miles from Cardenas, a junction is made with the Cuban Central Railway, which affords connection for the city of Santa Clara.

From Jovellanos to Montalvo, Cardenas and Jucaro Railroad.—This line runs from Jovellanos for a distance of 10½ miles to Montalvo, through a sugar-cane country.

From Cardenas to Yaguaramas, Cardenas and Jucaro line.—This line runs from the main depot at Cardenas, turning southeasterly from the main line almost immediately after passing the railroad shops. It passes through a rich sugar belt for 67 miles, terminating at Yaguaramas.

From Recreo to Itabo, Cardenas and Jucaro line.—Starting from Recreo, 14 miles from Cardenas, on the Yaguaramas line, and running through a rich sugar-cane country, this line terminates at Itabo, 12½ miles from Recreo.

Cienfuegos to Santa Clara, Cuban Central line.—Starting from Cienfuegos, this line runs through a fine agricultural country for its entire distance of 42½ miles to Santa Clara. At Cruces, 19½ miles from Cienfuegos, a junction is made with the Sagua La Grande line.

Sagua La Grande line to Cruces, Cuban Central Railway.—This line commences at Concha, the seaport for Sagua La Grande, and runs to Las Cruces, a distance of 48½ miles, most of which is across good cane land. At Santo Domingo, 33 miles from Concha, connection is made with the Cardenas and Jucaro Railroad. At Las Cruces a junction is made with the Santa Clara and Cienfuegos line.

Sitiecito to Camajuani, Cuban Central line.—This branch of the main system runs from Sitiecito to Encrucijada, 2½ miles, through a rich cane and cattle country, which changes somewhat to that of tobacco growing in the vicinity of Camajuani, 35 miles distant from Sitiecito.

Caibarien to Placetas, Cuban Central line.—This standard-gauge line runs from Caibarien to the important City of Remedios, a distance of 5 miles, and then continues on through a rich sugar-cane region to Camajuani, 18½ miles from Caibarien, from which point to Placetas, its terminus, 33 miles from Caibarien—in addition to extensive sugar plantations—can be seen many fields of tobacco.

Caibarien to Placetas by the narrow-gauge line of the Cuban Central line.—This 3-foot narrow-gauge line runs for 22½ miles from Caibarien to Placetas through a very rich sugar-growing region. It was built by a rich planter named Zulueta to show his independence and refusal to pay the high rates asked to transport his sugar crop by the broad-gauge railroad. When its grades are reduced (which can be done at a reasonable cost) and the road changed to a broad gauge, it will be the short and preferred route from Caibarien to Placetas.

San Cayetano and Vinales line.—This narrow-gauge railroad is built through one of the best tobacco-growing regions of Cuba, from the seaport of Cayetano to Vinales, a distance of 15 miles. Owing to the damages caused to it by the Cuban insurrection and heavy rains, it is not in operation, but efforts are being made by its owners to rehabilitate and put it in operation again. Along its route is located a rich copper mine, but with cessation of operation by the railroad the mine had also to shut down.



office where stockholders and directors meet, 4 Coleman street, London, E. C.; location of offices for transfer of stock, 4 Coleman street, London, E. C.; location of offices for payment of interest, 4 Coleman street, London, E. C., and Habana, Cuba; of annual meeting for election of directors, October 23; date of regular meetings of location of general business or operating office, Cristina station, Habana, Cuba; date directors, October 23; date of close of company's fiscal year, June 30.

Officers and directors.

Officers: Joseph White Todd, president, 33 Eaton place SW., London; F. G. D. Browne, secretary, London, England; C. H. Beeston, comptroller; H. L. Ashley, assistant comptroller; A. P. Liversey, general manager; Diego Urru, general traffic manager; C. C. Vernet, superintendent of shops; H. C. Colvin Smith, chief engineer; Douglas Heaton, assistant chief engineer; Jose M. Iglesias, superintendent telegraph; Carlos Fons y Sterling, general solicitor, Apartado 566, Habana.

Directors: Joseph White Todd, 34 Eaton place SW., London (expiration of term, October 23, 1903); Tiburcio Castaneda, 4 Coleman street SE., London (expiration of term, October 23, 1902); Charles Schiff, 22 Lowndes square SW., London (expiration of term, October 23, 1900); Sir W. L. Young, Baronet, 4 Upper Grosvenor street W., London (expiration of term, October 23, 1901.)

Capital stock and funded debt.—Capital stock: Authorized by law or charter (par value of shares, \$50), number of shares, 60,000; common, 60,000; total, 60,000. Funded debt: Designation of lien, debentures; interest rate per cent per annum, 6 per cent; amount, \$1,978,500.

Additions and betterments to railway, etc.

Item.	Charged to operating expense.
Right of way and real estate.....	\$3,485.41
Fencing.....	143.10
Ballasting and surfacing.....	825.96
Masonry and riprapping.....	7,190.62
Rails, steel.....	404.41
Bridging, piling, trestling, and culverts.....	8,406.86
Cross-ties.....	19,418.20
Combination (freight and passenger) buildings.....	31,968.00
Machine shops and car shops.....	548.61
Total.....	72,391.16

Additions and betterments to rolling stock.

Item.	Added during the year.	Charged to equipment account.
Locomotives:		
Passenger.....		
Freight.....	2	\$24,864.34
Cars, passenger:		
Second-class.....	2	
Third-class.....	4	
Cars:		
Baggage.....	1	
Freight, box.....	23	18,066.34
Freight, flat.....	45	19,643.64
Total.....	82	62,574.32

Passenger and freight statistics.

Passenger:		
Passengers carried.....		495,568
Passengers carried 1 kilometer.....		2,815
Earnings per passenger.....		\$0.73
Earnings per passenger per kilometer.....		\$0.001
Trains run.....	6 trains per day, 2,190 trains per year.	
Freight:		
Freight carried.....	tons..	158,172
Freight carried 1 kilometer.....	do..	899
Earnings per ton.....		\$3.53
Earnings per ton per kilometer.....		\$0.02
Trains run.....	4 trains per day, 1,460 trains per year.	
Cars run.....		324

REPORT OF MILITARY GOVERNOR OF CUBA.

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EARNINGS.

Month.	Passenger.	Freight.	Mail.	Express.	Miscellaneous.	Total.
July.....	\$30,363.27	\$57,285.10	\$117.60	\$1,106.54	\$8,372.40	\$97,244.91
August.....	29,573.18	59,581.55	119.60	1,180.95	3,252.10	93,707.88
September.....	26,668.97	46,009.71	127.20	1,068.20	5,177.08	79,051.16
October.....	29,223.62	53,033.25	254.40	1,116.94	4,805.40	88,433.61
November.....	33,810.11	57,060.68	516.40	781.99	3,749.20	95,918.38
December.....	34,879.87	52,397.67	334.40	1,277.48	3,741.22	92,630.64
January.....	29,142.47	50,122.14	245.20	1,007.28	2,244.70	82,761.79
February.....	27,314.98	42,719.95	171.60	642.09	4,335.69	75,184.31
March.....	29,522.39	41,441.56	146.80	610.39	4,234.10	75,955.18
April.....	31,172.69	44,792.46	103.60	724.71	5,225.26	82,018.72
May.....	28,487.22	48,520.56	98.40	695.53	6,238.96	84,040.67
June.....	30,439.11	50,126.84	86.00	1,032.54	5,857.36	87,541.85
Total.....	360,597.88	603,091.41	2,321.20	11,244.64	57,233.47	1,034,488.60

OPERATING EXPENSES.

Month.	Maintenance of way.	Maintenance of equipment.	Conducting transportation.	General expense.	Total.
July.....	\$7,486.51	\$13,695.60	\$3,176.16	\$4,026.86	\$33,385.13
August.....	7,472.68	12,608.03	8,163.96	4,047.76	32,292.43
September.....	7,561.80	12,158.79	7,883.81	4,255.20	31,859.60
October.....	7,549.80	13,983.12	8,327.76	5,129.60	34,990.28
November.....	11,863.23	15,527.92	8,697.34	5,065.08	40,053.57
December.....	11,704.65	18,127.01	8,783.36	6,305.45	44,920.47
January.....	12,960.08	18,385.04	9,081.79	4,112.16	44,539.07
February.....	13,763.60	18,119.18	9,785.55	4,221.26	45,889.59
March.....	13,641.99	18,852.06	8,868.09	4,698.34	46,060.47
April.....	13,834.09	16,876.07	8,980.67	4,784.97	44,475.80
May.....	13,646.70	17,154.15	9,221.15	4,814.32	44,836.32
June.....	13,319.95	16,383.71	8,527.29	5,462.96	43,693.91
Total.....	134,805.08	190,870.67	104,396.93	56,923.96	486,996.64

General balance sheet at closing of accounts June 30, 1900.

DEBIT.

To interest accrued on 6 per cent mortgage debentures.....	\$38,300
To sinking fund for redemption of mortgage debentures.....	63,500
To sundry creditors and credit balances, London and Habana, including outstanding dividends.....	111,981
To accounts in suspense.....	27,648
To reserve fund account.....	10,000
To renewal and casualty fund.....	110,750
To net revenue account.....	195,151
Total.....	557,330

CREDIT.

By capital as per account No. 2.....	\$102,000
By 6 per cent mortgage debentures redeemed and canceled under provisions of trust deed..	63,500
By surveys and preliminary expense, San Juan Guanaceabo extension.....	27,514
By cash, London and Habana, at bankers and in hand.....	177,422
By bills receivable.....	30,000
By stores and materials on hand and in transit.....	105,558
By sundry debtors, London and Habana.....	24,728
By Spanish Government transport accounts unpaid.....	26,608
By claim on Spanish Government.....	0
Total.....	557,330

Characteristics of road.

[Total kilometers operated.]

Track:	
Length of main line, from Cristina to Pinar del Rio.....	176,000
Length of branch lines:	
From Cristina to Haciendas.....	1,700
Total length of road.....	177,700
Length of double track.....	1,000
Total length of track.....	178,700

Rail in track:		
American steel, maximum weight per yard, 63½ pounds per yard.....	70,000	
Foreign iron, maximum weight per yard, 75.11 pounds per yard.....	2,700	
Foreign steel:		
Maximum weight per yard, Krupp, 63½ pounds per yard.....	106,000	
Total kilos of steel rail.....	176,000	
Total kilos of iron rail.....	2,700	
Cross-ties:		
Maximum number per kilo.....	1,370	
Kind.....	Native hardwood	
Average size.....	9 by 6 by 8	
Average price at present date.....	\$1.10	
Fencing, barbed wire.....	kilos..	17

RENEWALS OF RAILS AND CROSS-TIES.

New rails, steel, laid during year.....	tons..	51
New cross-ties laid during year.....		18,500
Kind.....	Native hardwood	

TRACK.

Track ballast: Stone (constructed during year), 1,200 kilos; total operated, 27,829 kilos. Gravel, total operated, 148,171 kilos.

Grades: Kilometer No. 88, maximum, 1 inch, 65½; kilometer 43.672, minimum, 1 inch, 1.182. Kilometers Nos. 22.864 to 26.282, longest grade, 3,518; kilometer No. 111.190, longest level, 2,100.

Alignment: Santiago, kilometer No. 20, maximum curvature, 500 meters; San Cristobal to Palacios, longest tangent, 29 kilometers.

Bridges.	Number.	Number of spans or arches.	Longest span or arch.	Aggregate length.
			<i>Meters.</i>	<i>Meters.</i>
Constructed during year:				
Iron suspension.....	3	5	62	46
Iron girder.....	1	19	20	
Total.....	4			
Total at close of year:				
Iron suspension.....	10	13	62	46
Iron girder.....	4	37	19	
Wood girder on masonry.....	22		10.60	4
Wood trestle.....	43		4.82	3
Total.....	79			

Miscellaneous characteristics.

Culverts, open.....	370
Culverts, total.....	370
Gauge of track.....	4 feet..... 84 inches.....
Telegraph owned by company, kilos of line.....	176
Wire operated by company.....	kilos.. 176
Average number of poles per kilo.....	17
Size of wire.....	No. 8
Fencing.....	kilos.. 17
Crossings (railroad):	
At grade.....	64
Above grade.....	3
Stations used solely by this company.....	26
Passenger buildings.....	26
Freight depots and warehouses.....	20
Combination (freight and passenger) buildings.....	20
Fuel stations.....	2
Engine houses.....	1
Turntables:	
Wrought-iron.....	3
Cast-iron.....	2
Machine shops.....	1
Car shops.....	2
Section or tool houses.....	19

Description of rolling stock owned.

Locomotives.	Number added during year.	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest tender without fuel or water.	Number of wheels under heaviest tender.	Capacity of heaviest tender.		Length of locomotive and tender, coupling to coupling.
						Water.	Fuel.	
			<i>Pounds.</i>	<i>Pounds.</i>		<i>Gallons.</i>	<i>Tons. Cords.</i>	<i>Feet.</i>
Passenger.....	8	8	74,000	30,100	8	2,500	0 5	52
Freight.....	2	14	110,000	33,150	8	2,500	0 5	54½
Total.....		22						

Locomotives with Eames train brakes:

Passenger.....	8
Freight.....	14
Switch.....	0

Cars.	Number added during year.	Total number at close of year.	Weight of heaviest car.	Number of wheels under heaviest car.	Length of heaviest car, from coupling to coupling.	Number of cars fitted with train brakes, "air."	Number of cars fitted with Gould coupler and platform.
			<i>Pounds.</i>		<i>Feet.</i>		
Passenger department:							
Parlor.....		1	17,388	8	54.75	1	
First class.....		4	17,227	8	55.5	4	
Second class.....	2	6	16,684	8	48.75	6	2
Third class.....		10	16,588	8	48.75	10	4
Baggage.....	1	5	16,937	8	47	5	1
Total.....	7	26				26	7
Freight department:							
Box.....	28	132	12,500	8	38		
Stock.....		19	12,260	8	38.5		
Coal.....		3	8,214	8	32		
Flat.....	32	98	9,300	8	38		
Combination.....	6	62	9,802	8	38		
Caboose.....		3	8,030	8	31		
Total.....	66	317					
Road and miscellaneous:							
Dump, gravel, construction.....	7	9	11,808	8	38		
Hand.....	6	31					
Total.....	13	40					

Miscellaneous statistics.

Coal.....	tons of 2,207 pounds..	8,456
Average cost per ton.....		\$5.22
Wood.....	cords..	647
Average cost per cord.....		\$2.87

Name of shareholders of Western Railway of Havana (to whom last dividend was paid).

Shares.	Shares.
Enrique Manito.....	896
Eleuterio García Cuervo.....	614
Sinforiano Velez.....	20
Angel Gutierrez.....	13
Jose Galan.....	13
Andres Doval.....	37
Angel Francisco Ledon.....	67
Victoriano Torres.....	21
Julio Martinez.....	33
Concepción Estalella.....	13
Federico Machado.....	13
Miguel de Cardenas.....	893
John Van de Water.....	10
Diego Urdanivia.....	103
Rocendo Fernandez Santamaria.....	80
Douglas Heaton.....	8
Mariana Fernandez.....	17
Joaquin Alvarez.....	14
Jose F. Balbin.....	140
Salvadora Rodriguez.....	2
Valentin Castanedo.....	3
Claudio Hernandez.....	5
Joaquin Gutierrez.....	6
Silverio Mirabile.....	3
Antonio Escandell.....	2
Miguel Maya.....	70
Octavio Zubizarreta.....	41
Isidro Cano de la Maza.....	755
Pastor Gutierrez.....	32
Rafael Calvo.....	10
Miguel Goizueta.....	418
Crescencio Gutierrez.....	54
Francisco del Calvo.....	13
Francisco Nualart.....	23
Ramon Corrales.....	12
Vicente Valcarcel.....	16
Rafael Bueno.....	6
Maria Toscano.....	2
Segismundo Blanco.....	67
Francisco Garcia Oliver.....	101
Pedro Bauza.....	33
Jose F. Ramirez Estenoz.....	6
Enrique Mendez.....	33
Juan Sastre.....	3
Pedro Cardona.....	17
Jose Pena.....	63
Manuel Gomez.....	33
Hipolito Inglesias.....	6
Benito Matas.....	149
Pablo Sacerac.....	20
Manuel Morell.....	10
Alfredo Betancourt.....	10
Juan M. Unanue.....	3
Anibal Herrera.....	3
Manuel Lezcano.....	13
Salvador Vieta.....	14
Peregrino Garcia.....	14
Antonio Nodarse.....	6
W. E. Merry.....	161
Emilio Cespedes.....	10
Carlos Perez.....	6
Juan Calvo Puente.....	3
Enrique Zulueta.....	33
Eduardo Patterson.....	16
Manuel Suarez Cordoves.....	49
Jose H. Fernandez.....	2
Jeronimo Lago.....	13
Dionisio Escandon.....	6
Enrique Valle.....	6
Antonio Gonzalez Beltran.....	20
Lucia Campos y Guzman.....	10
Antonio Alfonso.....	3
Alfredo Diago.....	20
Total.....	4,440

CUBAN CENTRAL RAILWAYS, LIMITED, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, The Cuban Central Railways, Limited; date of incorporation, May 2, 1899; previous name or names, La Compañía del Ferro carril de Sagua la Grande, La Compañía del Ferro carril entre Cienfuegos y Villaclara, La Compañía Unida de los Ferro carriles de Caibarien; location of principal business office, where stockholders and directors meet, No. 4 Coleman street, London, England; location of offices for transfer of stock, No. 4 Coleman street, London, England; location of offices for payment of interest, No. 4 Coleman street, London, England, and 81 Aguiar street, Habana, Cuba; location of general business or operating office, Sagua la Grande, Cuba; present number of stockholders, list is kept at office in London; date of annual meeting for election of directors, no date fixed, but at least once a year a meeting is held to pass on the business of the previous year; the last meeting was held on October 30, and it passed on the year ending June 30, 1900; date of close of company's fiscal year, June 30.

Officers and directors.

Officers: Joseph W. Todd, president, 33 Eaton place, London SW.; Charles Schiff, vice-president, 22 Lowndes square, London SW.; Edward G. Townsend, secretary, 4 Coleman street, London E. C.; Arthur W. Browne, comptroller, Sagua la Grande, Cuba; Ernest Henry Pearson, general manager, Sagua la Grande, Cuba; Donald Cameron, general traffic manager, Sagua la Grande, Cuba; John D. Prophet, chief engineer, Sagua la Grande, Cuba; Juan V. Pages, general solicitor, 81 Aguiar street, Habana, Cuba.

Directors: Joseph W. Todd, 33 Eaton place, London SW.; Charles Schiff, 22 Lowndes square, London SW.; Tiburcio Castaneda, 23 Down street, London W.; Charles Woodbyne Parish, 58 Ennismore Gardens, London SW.; Sir W. Lawrence Young, Bart., 4 Upper Grosvenor street, London W. List of shares of stock is kept at office in London.

Capital stock and funded debt.

CAPITAL STOCK.

	Common.	Preferred.	Total.
	<i>Shares.</i>	<i>Shares.</i>	<i>Shares.</i>
Authorized by law or charter.....	90,000	90,000	180,000
Total issued	90,000	90,000	180,000

Per value of shares, £10; rate of interest or dividend on preferred stock, 5½ per cent.

FUNDED DEBT.

Designation of lien, 700—4½ per cent mortgage; coupon or registered bond, debentures payable to bearer; interest rate per annum, 4½ per cent; term, years, extinguishable by means of an accumulative fund after 1906; amount, £700,000. Of £1,000,000 of above mortgage bonds authorized there has been issued £700,000. The corporation has the right to redeem any of above bonds after 1905 at the price of 110 by giving six months' notice.

Additions and betterments to railway, etc., charged to construction account.

Purchase of real estate.....	\$5,368.84
Ballasting.....	13,830.28
Rails, steel and fittings.....	57,895.66
Cross-ties.....	40,846.24
Bridging, piling, trestling, and culverts.....	11,473.95
Combination (freight and passenger) buildings.....	11,716.27
Machine shop and car shop.....	6,766.19
Machinery and tools.....	6,699.75
Other buildings and structures.....	66.89
Wharves.....	8,377.97
Various.....	2,249.13
Roads and side tracks.....	981.23
Betterments to locomotives.....	66,134.12
Betterments to coaches and cars.....	112,975.88
Telegraph.....	4,286.70
Total.....	349,008.60

Passenger and freight statistics.

Passenger:		
Passengers carried	419,855	
Earnings per passenger	\$0.64	
Freight:		
Freight carried	tons.. 418,082	
Earnings per ton	\$1.59	

EARNINGS.

July to June:		
Passenger	\$269,944.01	
Freight	666,217.54	
Equipment	23,964.56	
Animals	8,218.92	
Miscellaneous	73,269.27	
Total	1,041,604.58	

OPERATING EXPENSES.

Maintenance of way and structures	\$142,153.51	
Motive power	191,591.59	
Maintenance of equipment	44,941.20	
Conducting transportation	126,442.52	
Expenses of telegraph system	10,202.41	
General expenses	73,466.90	
Total	588,798.13	

*Revenue and expenditures.***REVENUE.**

By capital:			
90,000 ordinary shares of £10 each	£	s. d.	
90,000 5½ per cent preference shares of £10 each	900,000	0 0	
4½ per cent mortgage debentures issued	900,000	0 0	
Mortgage bonds of the old companies outstanding at date of acquisition	£	s. d.	
199,457 18 8			
Less (since paid off)	3,817 7 6		
	195,640	11 2	
By balance carried to statement No. 5	2,695,640	11 2	
	15,074	6 1	
	2,710,714	17 3	

EXPENDITURES.

To cost of railways and equipment:			
Payment in ordinary shares	£	s. d.	
900,000	0 0		
Cash paid and liabilities assumed in respect of purchase to date	1,458,792	11 3	
Purchase money not yet paid	33,251	7 1	
Bonded indebtedness of old companies assumed by this company	1,492,043	18 4	
To registration duties in England and Cuba, preliminary expenses, bankers' and agents' charges in Cuba, etc.	199,457	18 8	
	24,851	10 1	
Deduct net earnings of railways to June 30, 1899	2,616,353	7 1	
	5,027	9 11	
To expenditure to June 30, 1900 (vide abstract A A)	2,611,825	17 2	
To discount on issue of debentures	64,389	0 1	
	35,000	0 0	
Total	2,710,714	17 3	

*General balance sheet at closing of accounts, June 30, 1900.***DEBIT.**

To purchase money not yet paid	£	s. d.	
83,251	7 1		
To bills payable in transit	3,000	0 0	
To sundry credit balances:			
Cuba, including accrued interest on mortgage bonds	£	s. d.	
19,518	1 1		
London	16,989	15 7	
To debenture interest accrued to June 30, 1900	36,457	17 4	
To preference dividend accrued to June 30, 1900	12,523	8 9	
To net revenue account	23,821	17 6	
	2,307	9 11	
Total	111,862	0 7	

REPORT OF MILITARY GOVERNOR OF CUBA.

CREDIT.			£	s.	d.
By capital account, balance per account.....			15,074	6	1
By sundry debit balances:					
Cuba—			£	s.	d.
Freight accounts			4,209	0	1
Sundry balances			8,650	13	10
London:					
Sundry balances			818	10	3
By stores on hand			13,678	4	2
By bills receivable in hand and in transit			22,270	14	5
By cash on deposit			3,755	0	0
By cash at bank and in hand:					
Cuba			£	s.	d.
London			10,125	12	1
			1,467	8	10
			11,583	15	11
Total			111,362	0	7

EXPRESS AND TRANSPORTATION COMPANIES.

Brief statement of all existing contracts and agreements with express companies: Have none.
 Brief statement of all existing contracts or agreements with sleeping or dining car companies: Have none.
 Brief statement of all existing contracts and agreements with freight or transportation companies: Have none.

Characteristics of road.

[Kilometers owned at close of year.]

TRACK.	
Length of main line:	
From Concha to Cienfuegos	110.4
From Cruces to Santa Clara	38
From Sitiecito to Calbarien	87.9
From Camajuani to Placetas	22.7
From Calbarien to Placetas (narrow gauge)	36.4
Length of branch lines:	
From Palmira to Parque Alto	24
From Ranchuelo to San Jose	8
From kilometer 52 to Calabazar (narrow gauge)	3
From Sagua to Caguaguas	14.1
Total length of road	344.5

All rails are steel. The weight of rails are, broad gauge, 65 pounds per yard; narrow gauge, Calbarien, 50 pounds per yard; Sagua, 40 pounds per yard. Total kilos. of steel rail, 344.5; cross-ties, hard wood; average size, 8 inches by 6 inches by 9 feet.

DESCRIPTION OF ROLLING STOCK OWNED AT CLOSE OF YEAR.

Locomotives:	
Passenger	54
Cars:	
Passenger department—	
Parlor	12
First class	12
Second class	21
Third class	14
Baggage	9
Combination	
Total	68
Freight department—	
Box	456
Stock	16
Coal	588
Flat	295
Combination	5
Tank, for sirup	15
Tank, for water	7
Refrigerator	2
Total	1,382
Road and miscellaneous, wrecking	

Names of shareholders of the Cuban Central Railways, Limited.

PREFERRED STOCK.

	Number and series.	Number of shares.	Amount.
Ramon Arguelles.....	210, series A	2,100	£21,000
Banco Espanol de la Isla de Cuba.....	951, series A	9,510	95,100
N. Gelats y Ca.....	120, series A	1,200	12,000
Manuel Johnson.....	50, series A	500	5,000
H. Upmann & Co.....	140, series A	1,400	14,000
Total.....	1,471, series A	14,710	147,100
Ramon Arguelles.....	42, series B	2,100	21,000
Banco Espanol de la Isla de Cuba.....	189, series B	9,450	94,500
N. Gelats y Ca.....	23, series B	1,150	11,500
Manuel Johnson.....	9, series B	450	4,500
H. Upmann y Ca.....	28, series B	1,400	14,000
Total.....	291, series B	14,550	145,500

COMMON STOCK.

N. Gelats & Co. (trustees).....	1,000, series A	10,000	£100,000
Ramon Arguelles.....	105, series A	1,050	10,500
N. Gelats & Co.....	75, series A	750	7,500
Manuel Johnson.....	30, series A	300	3,000
H. Upmann & Co.....	90, series A	900	9,000
Total.....	1,300, series A.....	13,000	130,000
N. Gelats & Co. (trustees).....	200, series B	10,000	100,000
Ramon Arguelles.....	21, series B	1,050	10,500
N. Gelats & Co.....	15, series B	750	7,500
Manuel Johnson.....	16, series B	800	8,000
H. Upmann & Co.....	18, series B	900	9,000
Total.....	260, series B.....	13,000	130,000

MATANZAS RAILROAD, YEAR ENDING OCTOBER 31, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Compania del Ferro-Carril de Matanzas; previous name or names, Compania del Ferro-Carril de Matanzas a Sabanilla; date of opening entire main line to public business, 1854; location of principal business office, where stockholders and directors meet, Matanzas; location of offices for transfer of stock, Matanzas, and at company's agency, No. 31 Amargura street, Habana, Cuba; location of offices for payment of interest, Matanzas, and at company's agency, No. 31 Amargura street, Habana, Cuba; location of general business or operating office, Matanzas; present number of stockholders, 566; date of annual meeting for election of directors, January of each year; dates of regular meetings of directors, two each month; date of close of company's fiscal year, October 31.

Officers and directors.

Officers: Sr. Tirso Mesa y Hernandez, president London, England; Sr. Jose Suris y Domenech, vice-president; Sr. Alvaro Lavashida y Heredia, secretary; Sr. Felipe Vallee y Estacholy, comptroller; Sr. Manuel L. Diaz y Sosa, general manager; Sr. Manuel L. Diaz y Sosa, chief engineer; Sr. Alvaro Lavashida y Heredia, general solicitor, Matanzas, Cuba.

Directors.	Expiration of term.	Shares of stock.
Sr. Jose Y. Camara y Morell, Habana.....	Jan., 1902	48
Sr. Carlos Zaldo y Bermann, Habana.....	.....do.....	66
Sr. Francisco M. Pons y Segin, Habana.....	Jan., 1901	40
Sr. Francisco Borda y Sola, Habana.....	.....do.....	60
Sr. Jose F. Garcia y Hernandez, Matanzas.....	Jan., 1903	55
Sr. Segundo Botet y Suris, Matanzas.....	.....do.....	10
Sr. Dionisio Velasco y Castilla, Habana.....	Jan., 1901	148
Sr. Jose Suris y Domenech, Matanzas.....	.....do.....	30
Sr. Tirso Mesa y Hernandez, London.....	.....do.....	204

Capital stock and funded debt.

CAPITAL STOCK.

	Number of shares.	Common.	Total.
Issued for actual cash	2,877	\$1,438,778	\$1,438,778
Issued on account of construction	8,823	4,411,222	4,411,222
Total	11,700	5,850,000	5,850,000

FUNDED DEBT.

Promissory note of company, held by Schroder & Co., London, England, £20,000..... \$97,680

Additions and betterments to railway, etc., charged to operating expenses.

Ballasting and surfacing	\$170.39
Masonry and riprapping	2,532.00
Spikes, joint fastenings, and other iron in track	6,752.16
Cross-ties	31,811.10
Track laying, including sidings and spurs	61,416.00
Freight buildings and warehouses	12,885.77
Machinery and tools	1,153.01
Water tanks, tank buildings, and apparatus	6,605.74

Total

Assessed basis for taxation for year ending October 31, 1900, total..... 6,577.39

Additions and betterments to rolling stock.

Item.	Number added during year.	Charged to equipment account.	Charged to operating expenses.
Locomotives:			
Passenger			\$5,144.07
Freight	2	\$31,339.19	33,476.69
Cars:			
Passenger—			
First class			
Second class			
Third class			6,391.77
Baggage, express, mail, combination, refrigerator, freight (box and flat), fruit, coal, stock, hay, caboose			43,683.04
"Alijo"	1	2,623.18	
Total	3	33,962.32	88,650.57

Passenger and freight statistics.

Passenger:			
Passengers carried	114,165	\$84,582.72	
Earnings per passenger		\$0.7404	
Trains run	1,231		
Freight:			
Freight carried	tons. 326,893	389,990.87	
Earnings per ton		1.19	
Trains run	10,274		

EARNINGS.

Month.	Passenger.	Freight.	Miscella- neous.	Total.
July	\$7,820.67½	\$15,384.38	\$142.64½	\$23,347.70
August	7,544.60	13,346.29	143.13	21,034.02
September	6,800.33	14,872.08	127.95	21,800.31
October	6,652.30½	15,297.98	161.75½	22,111.99
November	5,087.27½	13,164.86	131.06½	18,383.20
December	7,289.00½	17,367.24	225.28½	24,881.53
January	5,688.61½	66,543.49	236.06½	72,468.16
February	6,042.19	84,972.92	2,181.91	93,197.02
March	8,380.69	82,292.50	215.20	90,888.39
April	8,184.98½	33,251.02	237.19½	41,673.20
May	7,279.53	19,169.16	161.93	26,610.62
June	7,762.52	14,829.05	180.92	22,772.49
Total	84,582.72	389,990.87	4,145.04	478,668.63

OPERATING EXPENSES.

Month.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses and taxes.	Total.
July	\$9,569.93	\$8,256.22	\$5,144.56	\$6,027.47	\$28,998.18
August	11,921.79	9,075.97	5,069.23	6,197.13	32,254.12
September	14,966.21	8,863.82	5,241.03	6,117.56	35,188.62
October	17,969.92	9,720.76	5,288.85	6,867.80	39,836.83
November	8,158.15	7,723.42	4,212.15	7,076.38	27,170.10
December	8,841.28	10,069.88	5,342.87	6,887.43	31,141.46
January	13,832.91	9,082.14	13,479.21	7,699.31	43,593.57
February	7,860.52	8,011.64	15,413.44	7,896.28	39,181.88
March	7,798.67	8,256.22	15,003.98	7,858.98	39,017.85
April	9,883.38	7,863.99	7,410.32	7,263.70	32,421.39
May	8,163.24	5,800.32	5,771.96	6,778.76	26,514.28
June	10,257.92	4,669.66	5,670.31	6,416.44	27,014.33
Total	128,713.92	97,394.04	93,087.91	82,686.74	401,832.61

Revenue and expenditures.

	REVENUE.	Amount.
Earnings		\$478,668.63
Interest on miscellaneous investments		477.76
Total		479,146.39
	EXPENDITURES.	
Operating expenses		\$401,832.61
Interest on first-mortgage bonds		11,311.18
Interest on other debt		246.81
Losses on miscellaneous investments		5,168.56
Sinking-fund requirements, company		48,840.00
New equipment		33,962.32
Dividends Nos. 43 to 77		3,567.19
Commissions and other extraordinary expenses		2,546.72
Current liabilities		8,808.72
Total		516,284.10

General balance sheet at closing of accounts, October 31, 1900.

	LIABILITIES.	
First-mortgage bonds, £20,000		\$97,680.00
Dividends unpaid		14,966.50
Accounts payable		3,671.54
Pay rolls and vouchers		21,863.09
Due other companies on account of traffic		1,364.04
Sinking fund invested		103,113.51
Fund for extensions		116,749.48
Annuities payable by company		6,593.87
Total debt		366,002.04
Capital stock		5,850,000.00
Total stock and debt		6,216,002.04
Profit and loss (balance of undivided income)		65,792.48
Total		6,281,794.52
	ASSETS.	
Cost of road and fixtures		\$4,508,371.98
Cost of equipment		1,042,583.57
Cost of real estate other than road		499,837.96
Fuel, material, and stores on hand		98,725.73
Cash on hand		10,671.62
Accounts receivable		8,936.53
Bad debts or suspense accounts		119,244.50
Total		6,288,371.91
Surplus		6,577.39

EXPRESS AND TRANSPORTATION COMPANIES, ETC.

Brief statement of all existing contracts and agreements with express companies: None. Brief statement of all existing contracts and agreements with sleeping-car or dining-car companies: None. Brief statement of all existing contracts and agreements with freight or transportation companies: None. Brief statement of all existing contracts and agreements with other railroad companies, steamboat or steamship companies, or other companies or persons, concerning the transportation of freight or passengers: Traffic exchange agreement with United Railways of Habana; traffic exchange agreement with Cardenas and Jucaro Railroad; traffic exchange agreement with Munson Steamship Line. Brief statement of the terms and conditions of all existing leases affecting this company (giving corporate names of parties), including all contingent liabilities and agreements for the use of track: None. Telegraph contracts and agreements: None.

Characteristics of road.

[Kilometers owned at close of year.]

TRACK.

Length of main line from Matanzas to Venero	138
Length of branch lines:	
From kilometer 31 to Cabezas	19
From kilometer 36 to Ingenio Conchito	6
From Guira to Nieves	15
From Navajas to Atrevidos	18
From Navajas to Murgas	47
From Australia to Perla	3
From Guareiras to Yndarra	14
From Guareiras to Colon	9
From Caney to Dos Hermanas	4
Ramal Angostura	8
Ramal Dos Rios	3
Total	284
Length of sidings on main line	21
Length of sidings on branch or division	6
Total length of sidings	26
Total length of track	310
American iron, maximum weight per yard, 62 pounds	26
Foreign steel:	
Maximum weight per yard, 37 kilograms	14
Minimum weight per yard, 30 kilograms	244
Total kilograms of steel rail	258
Total kilograms of iron rail	26
Cross ties:	
Maximum number per kilo	1,500
Minimum number per kilo	1,200
Average number per kilo	1,350
Kind	Hardwood.
Average size	7 by 7 by 9
Average price at present date	\$0.7519

RENEWALS OF RAILS AND CROSS-TIES.

New rails, steel, laid during year	tons..	56,832
Total cost of same		\$1,968.67
New cross ties laid during year		42,307
Kind		Hardwood.
Total cost of same		\$31,811.11
Track ballast:		
Stone	kilos..	43,400
Gravel	do...	94,400
Grades of main line:		
Maximum	0' ' 01355	
Where	From K. 29.275 to 29.975	
Minimum	0' ' 00016	
Where	From K. 92.150 to 93.225	
Longest grade	3.075 kilos.	
Where	From K. 29.975 to 33.050	
Longest level	2.925 kilos.	
Where	From K. 57.725 to 60.650	
Total grades	kilos..	119,600
Total level	do...	18,200
Alignment:		
Minimum curvature	meters..	R. 375
Where	kilo..	53
Longest tangent	kilos..	11,315
Where	kilo. 127 to Venero	
Total curved line	kilos..	21,330
Total straight line	do...	116,470

Bridges.	Num- ber.	Total at close of year.		
		Number of spans or arches.	Longest span or arch.	Aggregate length.
			<i>Meters.</i>	
Stone	4	8	15.24	137' 56
Iron truss	1	1	45' "	45' "
Iron girder	15	25	15	8.15
Wood girder (on masonry)	28	28	7.31	4.84
Wood trestle	8	30	5.40	4.26
Wood piling	15	50	6.70	5.14
Total	71	142		

Miscellaneous characteristics.

Culverts, open}	257
Culverts, box, }	10
Culverts, arch.	267
Culverts, total	267
Gauge of track	4' 8 1/2"
Telegraph owned by company, of line	kilos. 220,450
Wire operated by telegraph company}	kilos. 287,625
Wire operated by company	
Average number of poles per kilo	17
Size of wire	12
Crossings:	
Railroad at grade	3
Highway at grade	9
Stations used jointly with other companies	2
Stations used solely by this company	23
Passenger buildings	12
Freight depots and warehouses	25
Water stations	21
Engine houses	1
Turntables, wrought iron	2
Car shops	1
Machine shops	1

Description of rolling stock owned.

Locomotives.	Number added during year.	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest locomotive and tender without fuel or water.	Number of wheels under heaviest tender.	Capacity of heaviest tender.		Length of locomotive and tender, coupling to coupling.
						Water.	Fuel.	
			<i>Pounds.</i>	<i>Pounds.</i>		<i>Gallons.</i>	<i>Tons.</i>	<i>Feet.</i>
Passenger		7						
Freight	2	25	200,430	337,500	8	3,500	7 1/2	47.5
Switching		4						
Total	2	36						

Description of rolling stock owned.

Cars.	Total number at close of year.	Weight of heaviest car.	Number of wheels under heaviest car.	Length of heaviest car from coupling to coupling.
		<i>Pounds.</i>		<i>Feet.</i>
Passenger department:				
Parlor	1			
First-class	3		8	54
Second-class	2			
Third-class	5			
Baggage	4			
Express	4			
Total	19			
Freight department:				
Box	246			
Stock	5	11,868	8	
Flat	730			
Total	981			

Road and miscellaneous cars:	
Station ciguenas (inspection car)	4
Derrick	1
Velocipede cars	9
Hand	29
Push	16
Total	59

Number of cars fitted with train brakes:

Passenger department—		
Parlor	1	
First-class	3	
Second-class	2	
Third-class	5	
Baggage	4	
Express	4	
Total	19	
Freight department:		
Box	246	
Flat	730	
Total	976	

Miscellaneous statistics.

Fuel consumed by locomotives:

Coal	tons of 2,207 pounds..	9,174½
Average cost per ton		\$5.011
Wood	cords..	643½
Average cost per cord		\$1.252

TABLE OF ACCIDENTS.

Accidents to—	Trespassing.		Total accidents.
	Killed.	Wounded.	
Employees	1	4	5
Other persons		1	1
Total	1	5	6

Kinds of accidents:

Derailments	9
Coupling of cars	1

EXTRACT FROM THE BOOKS OF MATANZAS RAILROAD COMPANY, SHOWING IMPROVED RESULTS OF MR. DIAZ'S MANAGEMENT OF SIX YEARS COMPARED WITH THAT OF PREDECESSOR FOR SIMILAR PERIOD.

The following interesting data is presented for its value in illustrating the business of the Matanzas Railroad during the past twelve years, and particularly in showing the improved results during the last six years' administration thereof compared with that of the six years preceding same:

Expense of management:

During 6 years from 1887-88 to 1892-93, under prior management	\$4,492,370.21
During the 6 years from 1893-94 to 1898-99	2,435,674.96
Saving during administration of Mr. Diaz	2,056,695.26

Train mileage:

Kilometers run by all trains during 6 years' previous administration	8,893,668
Kilometers run by all trains during 6 years' present administration	2,971,718
Difference	921,950

Cost of operation:

Cost of operation per kilometer during 6 years' previous administration	\$1.15
Cost of operation per kilometer during 6 years' present administration .....	.81
Positive economy per kilometer obtained through present administration .....	.34

The above saving of \$0.34 per kilometer operated represents a 30 per cent reduction in the expenses of management for that of the last six years compared with that of the preceding similar period.

In connection with the above the following circumstances should be taken into consideration: Traffic was very irregular during the war; the train service had to be rendered permanent at day and night, as ordered by the Government; passenger trains always had to run preceded by a pilot locomotive, thereby increasing expenses considerably; the transportation of sugar, sugar cane, etc., was limited; but instead of the latter the company had to transport soldiers and war articles, which produced less, and cost more on account of the manner in which it had to be done, each train having to be preceded by a pilot locomotive.

Saving in fuel:

During 6 years of previous administration 87,063.25 tons of coal were bought, at average price of.....	\$5.79—\$504,216.91
During 6 years of present administration 48,949 tons of coal were bought, at average price of.....	4.64— 227,455.78

Positive economy through present administration, 88,184.25 tons of coal saving in price.....	1.15— 276,741.13
--	------------------

Saving in wood:

During 6 years' previous administration firewood cost.....	per cord.. \$3.00
During 6 years' present administration firewood cost.....	do..... 2.25

Positive economy through present administration75
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Saving in ties:

During 6 years' previous administration ties cost \$1.23 first class, \$1 second class.	
During 6 years' present administration ties cost \$0.75 first class, \$0.60 second class.	
Positive economy through present administration, \$0.48 first class, \$0.40 second class.	

Saving in telegraph posts:

During 6 years' previous administration telegraph posts cost \$1.50 first class, \$0.75 second class.	
During 6 years' present administration telegraph posts cost \$1.30 first class, \$0.70 second class.	
Positive economy through present administration, \$0.20 first class, \$0.05 second class.	

CONCLUSION.

In considering the above results it is but reasonable to note the condition of the line and rolling stock of the Matanzas Railroad Company, in comparison with that of other companies having extraordinary financial credit, permitting them to repair the damages caused by the war. Yet the Matanzas Railroad Company not only covered all its ordinary as well as extraordinary expenses during the war period, but also covered all the payments required by the English loan, and paid dividends as well.

The above illustration of the management of the Matanzas Railroad by Mr. Manuel L. Diaz will be all the more appreciated by the statement that he is a Cuban, having been educated in the United States, and in his management of the Matanzas Railroad his daily labor is to raise its standard to the best of American railroads. That he is succeeding is illustrated by the above figures, showing a saving of \$2,056,695.26 in expenses of management during his administration of the past six years in comparison with that of his predecessor for the similar period preceding; and his roadbed, equipment, and stations speak for themselves, to those who may inspect them, that Mr. Diaz believes in taking the best of care of the company's property, thereby always having it in the best of serviceable condition, as well as neat by the liberal use of paint.

[Translation furnished by the general manager of the Matanzas Railroad, showing the proceedings at the meeting of the board of directors of the said railroad on the 28th of November, 1898, illustrating the condition and expenditures of said railroad during the Cuban insurrection, and the relations existing between its executive and administrative departments.]

As secretary of the Matanzas Railways Company, I hereby certify that at the meeting, which took place on the 28th of November, 1898, the president of the board of directors presented the following motion:

THE BOARD OF DIRECTORS:

My absence from this country—which I did not think would last more than two months—was prolonged for a much longer period—first, on account of the state of my health, and second, on account of the political conditions which then prevailed here. Yet, notwithstanding the distance, I followed the affairs of the company, step by step, to the extent that I knew them as well as if I had been present. This circumstance allows me to fulfill two duties—to me unavoidable—in taking again possession of the presidency of this company. The first is to sincerely congratulate, as I do now, the board of directors for the judgment they have displayed in the measures adopted in face of such difficulties as had to be overcome, so that in no instance were the great interests in their charge compromised, and that in the troublesome epoch the injuries, which by force of circumstances had to be suffered, were counterbalanced so as to keep the good name and credit of this company at the same height as that of the best times. All that could have been done was done. I take great pleasure in acknowledging it. I tender to the board my congratulations, if it be only because they come from one who can well judge their actions, not having had any intervention in them. It is certain that the board was admirably supported by the general manager and chief engineer of this company, to whose intelligent management and exquisite tact is undoubtedly due in a great measure that such satisfactory results have been obtained.

The second of the two duties I have to fulfill is to recognize the above. It is undeniable that in this respect all I do is agreeable to the board, who have adopted many resolutions identically the same. Yet I consider that in regard to this matter I must extend my remarks so that the object of same may be realized, and that in these expressions of appreciation neither the board of directors nor I have exaggerated. In the month of January, 1896, the board foresaw the disasters which were to take place in the economical affairs of this western region of the island, and decreed a notable reduction of salaries; and by the said resolution it was hoped that the pay rolls from the first of that month would be reduced in their total to \$19,264. It is clear that in accordance with this arrangement the payments from that date until the 31st of October last would have amounted to \$654,976; and notwithstanding, the quantities satisfied amounted only to \$476,604.63, thus resulting in an economy regarding the quantity allowed by the board as necessary of \$178,371.37. And this is due to the fact

that the manager, leaving aside many considerations socially imposed upon him, and bent only to save the interests of the company, as his duty required him to do, at the same time that he paid salaries with the reductions agreed upon he suppressed those employees who were not absolutely necessary. Those of relatively high positions he reduced to inferior ones, and it is well to remember that he was the first in this country to reduce the number of working days in the shops, giving also to advanced apprentices the positions filled formerly by officials. So much for that which refers to the expenses in the personnel. Regarding the material acquired, it will be sufficient to cite a few facts to understand how much and how well the work has been done; and still more, if we compare the prices paid by this company with those of other companies, and even with those paid by this company in former periods. Ties have been paid for at \$0.75, and it is a well known fact that even in the most prosperous times the company has paid no less than \$1. Wood has been bought by weight, a more sensible measure than by the cord, \$2 being paid for each 134 arrobas, when in previous times \$3 has been paid for 100 arrobas. The price paid for Cumberland coal has been \$2.93, and even \$2.73 currency per ton of 2,240 pounds, and at such a small price it can be affirmed nobody else has been able to obtain same in this country. And in connection with the purchase of same, the novelty was introduced into the contracts of receiving the fuel only in accordance with the records shown by the company's own scales, thus avoiding the abuses which might be committed otherwise, and even the natural losses which accompany the loading and unloading of the coal, and let us bear in mind that these economies have been realized without in any way neglecting any other branch of the company's service. The company's lines are in better condition than those of any other in any other country. I can affirm this because I have in the last few days gone over two of those which are considered of the best in the island, namely, those of the United Railways and those of the Cardenas and Jucaro. All of the traction material which was in any way injured has been repaired. The rolling stock is being reconstructed, and what was not burned has been repaired. New buildings have been erected, very good apparatus and needed machinery have been imported for the different shops, which have repaid their cost, and the machinery and carpentry shops are very different now to what they were before the present general manager took charge of the system. The telegraph lines were almost all the time in operation in every station, and notwithstanding the repeated attempts to cut off communication it was never interrupted but a few hours, in fact, only for the limited time necessary to repair same. On many occasions the government has to avail itself of the use of our lines for many days, through inability to repair its own telegraph lines. The public service could not have been better cared for, not only as to passengers, but freight as well. Let us remember that the first was not interrupted a single day, and as for the second, it never merited censure. No complaint whatever was filed by farmers on account of delays in remitting their goods or through lack of system in the transportation of sugar cane. Two observations I must make: First, that the executive work resulted in most noticeable economies never obtained before, not only during the quiet, but during the grinding season also; and second, that the plan of economies realized has not been imposed by dire necessity created by the state of war through which the country has passed. The first is confirmed by making a comparative study of the balances of the company in relation to the services rendered and the works completed. The second is corroborated by bearing in mind that the last war broke out in the year 1896, and that the general manager of this company took possession of his charge in June of the year 1894. During the months which elapsed from said date until February, 1896, the economies realized in the ordinary expenses of the operations amounted to \$89,338.53. The beneficial results obtained must therefore be to a great extent due to the system of economies initiated in 1894, which greatly neutralized the situation traversed. What the state of war produced, on the contrary, were extraordinary expenses which had to be charged to those of operations proper, and which would have risen a great deal had it not been precisely for the dispositions of the administration. I will not mention, it being out of place here, the incessant struggle sustained by the manager during the stormy period, which fortunately has ended, in order to resist injury from unjust demands, and to avoid the great abuses which are always manifest during a state of war, as well as to make the authorities of whatever class or category, moving only in the exercise of their own functions, respect in every instance the company's rights, and its subaltern employees, acting in accordance with orders received from their chief. Those who were near and knew the character of the authorities that had to be dealt with will be able to appreciate better than I the hours of real martyrdom which the manager had to endure, offering a tenacious and constant opposition to their orders when they were the least arbitrary and refraining from complacency with those who were in command. The good results obtained by the company by his attitude in this respect have been enormous. Everybody is cognizant of the fact that by a decree of the general in chief all the trains had to be preceded by a pilot engine; and this order was obeyed by all the other companies. Notwithstanding this the general manager, realizing that this measure would not produce the beneficial results expected from its fulfillment, since if the train went immediately after the pilot any damage done to the latter would affect the former, and since if the pilot engine went a considerable distance ahead of the train the latter would not derive any benefit whatever from the former, he decided to send exploring engines only with passenger trains, for otherwise the company would incur grave responsibilities in case of accident. He suppressed them, however, on all the freight trains, making a determined resistance to all the orders sent him and evading the questions which the captain-general asked of him in regard to the above, some of which were very peremptory. Had he done what he was commanded to do the expenses occasioned by the exploring engines during the war would not have been less than \$108,000. But there is more to be said concerning same: The general commandant of Mantanzas Province required the company to have at its immediate disposal, and ready to start at any moment of the day or night, a complete train, with its corresponding personnel and exploring engine, and with capacity to transport 500 men and 60 horses. To this order the manager complied at once, as was his duty, but served notice that the company would charge \$500 gold for every twenty-four hours use of same, plus the cost of transportation charged by our tariff every time the train was put in motion. In consequence of this there arose a discussion between the general commanding and the general manager. The first party contended that the government had the right to exact the above from the company free of charge, and in opposition thereto the general manager openly resisted, the result of which was that the government desisted from its project. That the above was not easily accomplished is shown by the fact that the Cardenas and Jucaro Railroad, of whom the government demanded what it did not obtain from us, was not so fortunate as our company. The maintenance of that train can be calculated at the rate of \$2,000 a month; supposing it to be stationed part of the time, which would have amounted to a total of \$72,000 in the last three years. The company was therefore saved the above sum. Furthermore, whenever the Cardenas and Jucaro Railroad Company's train used our lines toll was charged, amounting some months to \$4,800. There is more to be said concerning same. An order was sent by the general in chief by telegraph decreeing the construction of a blockhouse wherever there was a switch, bridge, or culvert, according to the plans presented by a captain of engineers commissioned to that effect. Several dispatches, some of them quite sharp, were exchanged in regard to this matter between the administration and the captain-general; and finally the happy conclusion was reached to abandon the project almost entirely, and much to the administration's credit, when the attitude of other companies is taken into consideration, for the latter practically covered their lines with forts without

offering the slightest opposition; only eight or these blockhouses were built by the administration. The cost of each was \$670; and in the construction of the 110 more called for by the government's decree \$73,700 would have been expended, which, however, was saved. Notwithstanding this method of procedure, there never was a complaint from the government in relation to the services rendered by the company. To the contrary, the same was so satisfactory that more than several communications of just praise were received from headquarters for the efficacious services rendered, and several honors were presented to the vice-president, to the general manager, and to several other employees. And this is due to the fact that correct proceedings are always applauded in the end, even by those who might suffer by them. Perhaps I have dwelt long in the preceding remarks, but I have deemed same necessary in order that it may serve me as a foundation for what remains to be done. I well remember, as does the board, that when Mr. Manuel Lucien Diaz was appointed general manager and chief engineer of this system, a very small salary was assigned to him, with the understanding that his definitive salary would be settled upon later, when his administrative qualities were practically demonstrated. The consideration for said action was that the salary of a railway manager, no matter how small, becomes always excessive if he does not realize and understand his duties in their widest range; and, on the other hand, his pay must be raised to a degree such as to crown his legitimate aspirations if, on the contrary, he appreciates as he should the importance of his charge and does his duty accordingly. The competency of Mr. Diaz for the charge intrusted him could not be more plain nor less open to discussion. His interests for the company could not have been greater, and his personal virtues can be questioned by none. With the evidence of same before us I ask the board of directors, "Is the salary assigned him at present in accordance with his merits, with what he has accomplished and with what it can be expected of him when the company has resumed its perfect normal condition?" The board will answer this question as it considers best and just, and will act accordingly. Concerning my personal opinion I must say that an administrator who unites the special qualities which Mr. Diaz possesses ought not to have a salary of less than \$14,000 a year, and be provided with a house for himself and family. I understand well, however, that inasmuch as the company has no house of its own built at the present moment, and taking into consideration the actual situation of the company in its general affairs, we may not be able to arrive at the sum of \$14,000 as the just compensation of so valuable an employee; but I consider that there is no reason whatsoever that would not justify the limit at \$12,000 a year. And realizing this, I propose the board of directors to raise to \$12,000 a year the salary of Mr. Manuel Lucien Diaz as general manager and chief engineer of this company; and that this act be taken back to a year after the date in which he took possession of his charge, for ever since that time he has proved his merits to that salary. I am also of the opinion that an employee who, like the general manager of this company, is constantly occupied without having a moment's rest, must have a couple of months out of the year to recuperate from the fatigue occasioned by incessant work. I propose to the board, therefore, to accord two months' leave of absence to the general manager out of every year, and that his salary be paid him during the time in its entirety. Were I considering an affair exclusively my own I would not proceed differently. For this reason I believe the board of directors ought not to object to the determinations I have proposed. After all, my interest in the company is not so small that the expenses incurred by it are indifferent to me; and if I enter in any, it must be allowed that it is because I consider it just and necessary. Two members of the board are now absent from the island—they are Messieurs Camara and Pons. I had the opportunity of sounding them in all I have already said, and it is very gratifying to state that they do not differ with me in this respect. If this is also the opinion of the gentlemen composing the board present, there will be perfect harmony in the preceding appreciations, and absolute unanimity in the resolutions adopted.

MATANZAS, November 28, 1898.

The president, TRISO MESA. I also certify, that to the above motion the resolution was adopted, which I literally express below:

Following the above the president requested the general manager to leave the room for a few minutes, which he did. Immediately a motion of the president was read in which he manifests that on returning to this country to again take possession of the presidency of the company he has two duties to fulfill: First, to congratulate the board most sincerely, as he now does, for the judgment displayed by them in the last few years in which such trying circumstances have occurred; and secondly, to acknowledge the great services rendered during said hazardous epoch to the company by the general manager and chief engineer putting his merits in relief and proving his exceptional abilities in the discharge of his office. He pauses in order to fully appreciate many of those services, and to determine with accuracy the beneficial results which the company has derived through them; he puts forth in relief the considerable damages he saved the company with his prudence, tact, and energy during the period of war just ended. He calls attention to the good condition of the company's lines in comparison to those of other railway systems over which he has had occasion to travel, and he remembers the promises which were particularly made to Mr. Manuel Lucien Diaz, when he was appointed to his office, regarding the salary which would be paid him. After relating the above he asks the board if, in their opinion, the salary assigned him at present is what justly corresponds to his services. He opines that it is not, and admits that his salary ought not to be less than \$14,000 a year; also that he should be given a house for himself and family, but that, owing to the present financial condition of the company, the above salary can not be afforded him, nor the house, the company having none to offer, he moves that the salary assigned Mr. Manuel Lucien Diaz as general manager and chief engineer of this company be raised to \$12,000 a year, and that this resolution be taken back to one year after the date in which he took possession of his office, for he proved during that time that he was worthy of it; that he be given annually a leave of absence of two months, that he may recuperate from the fatigue occasioned by his incessant labors; and that his salary be paid in full during his two months' absence. The president then finishes by stating for the benefit of the board that Messieurs Camara and Pons, with whom he has had a conference regarding the above, are of this same opinion. Mr. Zaldo then took the floor and agreed in every respect with the appreciations made by the president regarding the administrative talent of Mr. Diaz, and added that notwithstanding his entire conformity with the president in regard to all his propositions, thought nevertheless convenient to modify that which refers to the two months' leave which Mr. Diaz is to enjoy; in the sense that he is to go abroad, and especially to the United States and England, to study the great improvements there regarding railroad matters, so that he may implant them here when they are in harmony with the company's condition and that of the country, even if by so doing the company is to pay his expenses they would be quickly repaid by the benefits received. The vice-president then spoke, and in his name, also in the name of the other members of the board, thanked the president most sincerely for the kind judgment which in his eyes their actions had merited. After a few considerations made by the other members of the board, it was unanimously decided upon to raise to \$12,000 a year the salary of the general manager and chief engineer of the company, that the effect of this resolution be taken back to one year after the date in which he took possession of his office, and that he enjoy annually a two months' leave with full salary during said period, that he may go

abroad, and particularly to the United States and England, to study the improvements made in railroad matters, and for the expenses occasioned by his annual trip a sum be, from this moment, placed at his disposal not exceeding \$1,000 annually. Then Mr. Diaz was requested to enter; and upon being informed by the secretary of the above resolutions, he, with emotion, thanked the board of directors for their kindness in appreciating his services to the company, and for the resolutions which they had adopted in his favor.

I certify to the above, being requested to do so by the vice-president, acting president of this company, and to deliver the same to Mr. Manuel Lucien Diaz.—
Matanzas, September 1, 1900.

ALVARO LAVASTIDA, *Secretary.*

JOSE SURIS,
Vice-President, Acting President.

LIST OF STOCKHOLDERS, MATANZAS RAILROAD COMPANY.

A.	Shares.		Shares.
Alvarez, Artis Blanca	2	Bea, Fiburcio	27
Alvarez, Artis Franco	2	Bea, Pedro	56
Asociacion, Gallega	27	Bea, Cirarruista Tiburcio	15
Aun, Redgate de W. Adelaida	64	Bea, Cirarruista Pedro	15
Augula, Ygnacio	10	Baguedana, Dionisio	6
Acosta, Eugenia	7	Baguedana, Luisalt	1
Arguelles, Alonsa Ramon	439	Bezanilla, Jose	4
Angulo, Dolores	44	Booth, Henry O	35
Augulo, Rafael	100	Betancourt, Luisa	1
Armas, Ma. Estela y Alfredo	2	Belmont, August	12
Alvarez, Eusibio	11	Banco, Espanol Isla de Cuba	3
Aranjo, Eduardo	5	Barnola, Franca	4
Amezaga, Ricardo, Carmen, Mercedes	3		
Amezaga, y Botet Minores	44	C.	
Arzanegui, Angel	17	Colegio, ninas pobres Matanzas	31
Alvarez, de Suris Manuela	2	Ceballos, Manuel y Higinio	2
Alvarez, Valdes Antonio	59	Colegio, ninas Sy Franco Haba	30
Alvarez, Dolores	9	Camara, Jose y de la	48
Andevage, Juan P	8	Cano, Jose	366
Alvarez, Jose	3	Camara, Pedro	5
Abreu, Vd. Serrano Matina	2	Canizo, Manuel	28
Arrevilla, Ramon	4	Camara, Altagracia	2
Arauz, Ramiro	2	Cainara, Amalia de la	12
Andraca, Julio Cira Alberta	4	Cano, Ysidoro	23
Aldana, Abelarda	10	Carballo, Nicolas R.	4
Abrisquete, Rufina	2	Carballo, Luis J	19
Amada, Andres	30	Castella, Andres	2
Alvarez, Miguel	11	Caner, Pedro y Lucia	9
Agmire, Juan	1	Carballo, Juan B	29
Aranduz, Jose L	72	Canizo, y Ca	20
Aguada, Marcelo	13	Casanueva, Ana, Pedro, Lofia, Josefa, Felisa	25
Aurrescoches, Angel	10	Cartaya, Eduardo	1
Anuarbe, Manuel	10	Cartaya, Lamidio Jose F	1
Amepill, Esteban	10	Cartaya, Zamidido Eva	1
Abella, Maria	2	Ceballos, Irene	11
Alonso, Franco	4	Cajigal, Eduardo	9
Andraca, Josefa	5	Cirarruista, Teresa	17
Albareda, Antonio	3	Cabo, Pena Franco	11
Alonso, Pedro	30	Castella, Ma Mercedes	7
Albin, Ribis y Pradre	25	Castella, Flora	6
Acosta, Jose Ma	13	Cintas, Richardo	12
Alvarez, Juan	9	Clarke, James	30
Armasot, Natalia	2	Cata, Enrique	7
		Campos, Pedro	16
B.		Cardenas, Yrene	8
Baldrich, Miguel	2	Cortizo, Jose	5
Borballa, Jose	7	Costales, Jose	6
Borjes, Joagn. Ma	553	Clarens, Domingo	21
Brada, Francis	60	Cancela, Vicente	5
Botet, Estela	45	Corral, Celestino	10
Botet, Alfredo	45	Cocina, Manuel	4
Botet, Segundo	10	Chaves, Vassilla Josefa	1
Botet, Maria	45	Carrera, Laudelina	1
Barbolla, Fernando	7	Combarro, Francis	3
B. de Zaldo Ysabel	34	Castillo, Ana C	1
Bachiller, Enrique	46	Cardenas, Maria R	7
Bachiller, Adelfina	11	Carrio, Jose	4
Botet, de Gelatis Cristina	6	Caballero, Gustavo	1
Borrell, Adela	23	Castella, Ramon	10
Baro, Vd. Pedro Concepce	15		
Bances, Victoriana	3	D.	
Bachiller, Rasario	17	Despan, Luisa	2
Betancourt, Antonio	2	Deaz, Lucas	4
Bustamante, Ant. S	51	Drake, Wm. Carlos	39
Busto, Victor del	2	Delgado, Adela	1

LIST OF STOCKHOLDERS, MATANZAS RAILROAD COMPANY—Continued.

	Shares.		Shares.
Deaz, Robustiano	14	Grifuls, Jaime	14
Delgado, Luis	25	Galarraga, Ma. de L.	10
Dulzaides, Juan J. y Pedro G.	3	García, Alonso Juan	24
Deaz, Trinidad	2	García, Menendez Jose	11
Deaz, Marcelino	34	Gelats, y Ca. A.	20
Deaz, Consuelo	2	Gonzalez, Cuerva Alvara	11
Deaz, Manuel	19	García, Jose F.	55
Delgado, Jose	4	Gutiérrez, Tenancia	11
Dumas, Glicería	2	Govin, Adelaida	2
Dumas, Clara Julia	1	Gelats Juan	36
Dumas, Mariano	24	Gaston, Ma. Josefa	7
Dominguez, J. y G	2	García, Lopez Jose	42
Dopazo, Ramo	35	Gutiérrez, Martín	10
Deaz, Mariano	11	García, Valle Jose	10
Deaz, Jose	4	García, Suarez Manuel	11
Domenech, Roman	10	Gomez, Frigo Antonio	6
Decarte, Ysabel	1	Galan, Jose Ma	60
Deaz, García Francis	1	Gil, Reyneri Jose Ma	4
Deaz, García Manuel	1		
Dubois, y Ca.	1		
Doyle, Guillema	10		
		H.	
E.		Hereditaria, La	1
Esteban, Pedro	460	Hernandez, Joaquin	92
Espinoes, Ynes	2	Herrera, Adela	1
Echalde, Martín	46	Hernandez, va. Sarra Celia	350
Escalante, Juan	7	Horna, Ramon	5
Etchegoyen, Pedro B.	23	Hernandez, de Guarez Magdla	5
Escalada, German	1	Hornsby, O. A.	11
Echevarria, Juan D.	1		
Escandon, Manuel	250		
		I.	
F.		Izaguiria, Nelson	19
Flores, Magdalena	25	Albarguen, Alberta	3
Figueria, Berta Y	8	Albarguen, Ramon	2
Figueria, Eloisa	4	Albarguen, Feliciona	2
Figuerro, Eva	8	Albarguen, Antonia	3
Ferrer, Antonio	81	Albarguen, Ma. Eugracin	3
Franchi, Francis	11	Albarguen, Amela	1
Frerre, Andreas	11	Izaquierdo, Manuel L.	23
Ferreira, Juana	9	Izaguirre, Mariano	21
Fuente, Salvador	97	Izaguirre, Ma. Josefa	8
Fuente, Salvador	97	Irizar, de Diaz Emila	6
Fernandez, Serafa, y Ofelia	1	Ianez, Marcehno	4
Febles, Fernanda	1	Izurralde, Eugenia	10
Fernandez, Donato	60		
Fernandez, Yuares Jose	1	J.	
Froment, Hermance	1	Junenez, Joaquina	2
Fernandez, Bernardiva	2	Junco, Luisa	2
Figueria, Manuela	2	Justiz, Manuel	2
Franco, Ygnacio	3	Jenckes, German	1
Framil, y Bermudez	2	Jenckes, Victoria	10
Fernandez, Antonio	1	Juhen, Paulina	1
Freire, Jose	4	Junco, Julio	1
Fernandez, Yrene	4	Jimenez, Casimira	1
Fernandez, Flores Florento	101		
Figueras, Amelia	5	L.	
Fernandez, Jose	10	Lahilloume, Melanie	2
Fonseca, Juan	8	Leclerc, Cariso	84
Ferrer, Antonio	45	Lavastida, Alvara	3
Ferrer, Teresa	37	Lazano, Antonio	8
Frade, Jose del	7	Losado, Bernardo Pastor Enrige. Concep. Luis	1
		Lopez, Diaz Manuel	23
G.		Labourdette, Franco	23
Guiteras, Pedro	98	Inque, Jose	3
Guiteras, Eusebia	12	Lorenzo, Antonio	5
Guell, Florinda	8	Lopez, Jose Antonio	4
García, Barbon Jose	143	Linares, Benito	2
Govin, Luisa	1	Larrea, Ramon	11
García, Ma. Manuela	2	Linia, Matilde	2
García, Encarnacion	25	Leal, Ma. Dolores	3
Gil, Caminero Manuel	8	Les Santiago	5
Guarina, Ma. Franca	2	Larragotti, Lucio	1
Guasch, Jose	20	Linia, Ma. Luisa	1
Gener, Josefa	5	Lopez, Gervascio	1
Gonzalez, Perfecta	10	Leal, Higinio	20
Gutienes, Ma. Matilde	110	Lopez, Andres	3
Giguel, Juna B. a	15	Lysen, Louis	24
Gutienes, Emilia	3	Laffont, Enrique	10
Gonzalez, Juanet	2	Larragotti, Ca	1
García, Adela	1	Leon, Valdes Juan	2
Gonzalez, Pumariega Franco	2	Lombardo, Ca. Juan c.	44
Gonzalez, Prudencia	11	Loved, Roberto	1
Gonzalez, de Burgos Amalia	20	Lopez, Adolfa	20
Gonzalez, de Burgos Ana Ma	20	Llteras, Juan	10

LIST OF STOCKHOLDERS, MATANZAS RAILROAD COMPANY—Continued.

M.		Shares.		Shares.
Martinez, Narciso	18		Pia, Fernando	4
Montero, Josefa	23		Pi, Bugida	1
Marques, de Arcos y Casa Calva	2		Perez, y Perez Jose	7
Mora, Jose Ma.	2		Ping, Antonio	14
Maza, Adelaida	1		Ping, y Bullan	24
Madan, Roberto	8		Palraga, Carlos	10
Mata, Vigil Victoriana	30		Pascaul, Conrado	3
Mattuliz, Josefa	1		Pino, Rosa y Mana del	2
Morell, de Sta. Cruz Manuel	6		Pereda, Manuel	30
Martinez, Jose	5		Ponjuan, Evenido	4
Mesa, y Hernandez Tiraa	804		Pons, Francisco	2
Moench, Ma. Peresa	10		Perez, Bernardo	1
Moench, Micaela	4		Perkins, Ricardo	1
Menendez, Artura	47		Pividal, Arturo	16
Morales, Ma. Regia y Mariana	2			
Morales, Urbano	1		Q.	
Muniz, Blasa	2		Quintana, Dolores	2
Murias, Ramon	11		Quesada, Perez y Ca.	30
Morales, Mercedes	11			
Martinez, Pedro	1		R.	
Morales, Josefa	14		Rodriguez, Eloisa	4
Menendez, Santiago	14		Rodes, Ramon	2
Moreda, Jesus	3		Rodriguez, Rafael S.	61
Morales, Vd. Sata. Mercedes	47		Rodriguez, y Pereda	46
Moran, Salvador	11		Roig, Placido	7
Meyer, Clara	22		Rodreguez, Armas Victoria	2
Mururi, Ezequiel	57		Robert, Francisco	2
Mitjans, Copen Menore	31		Robert, Pedro	5
Mori, Jose Ma	7		Rodriguez, Antonio	4
Mora, Fausto	40		Ramos, Antonio	2
Morejon, Eduardo	3		Ruiz, Manuel	1
Maria, N. Maza y Rosa, Gizela Hendez	1		Riva, Manuel de la	10
Mayoz, Julio, Esperanza, Franco, Miguel	15		Rodriguez, Francisco	4
Masana, de Batlle Mercedes	4		Rivadulla, Manuel	11
Menendez, Manuel	8		Reconeo, Amalia	5
Maurara, Luis	44		Roelandts, Adolfo	11
Montes, Jose Ma.	3		Roig, Jose	10
Marquette, Jose Ma	3		Ramelkamp, Herederos	10
Muniz, Manuel	10		Runkin, Gustavo A	169
Moreda, Antonio	6		Rodriguez, Ygnacio	4
Montes, Frances	6		Rogne, Esteban	11
Meyer, Otto F	1		Ruiz, Luciano	84
More, Gerardo	3		Rodriguez, Dolores Antonio Julia	84
More, Jose Engenio	1		Rodriguez, Pedro, Francisco y Magdalena	6
Mayoz, Ana	2		Ramirez, Antonio	3
McCausland, Jessie	1		Rodriguez, Gumersindo	5
Mons, Felipe	5		Rabel, Julio B.	20
Mederos, Agustin	1		Rodriguez, Antonio	4
			Roca, Arturo	3
N.			Rodriguez, Manuel	5
Novo, Ygnacio	58		Rodriguez, Juana	5
Navana, Maria	8			
North American Trust Co	114		S.	
			Sanchez, Luz S.	9
O.			Sanchez, Georgia J	10
Oses, Juana de Mata	59		Sanchez, Guillemina	10
Olivares, Ma. Josefa	5		Sierra, Josefa	2
Olivares, Manuela	11		Sanz, Policarpo	62
Orasco, Ynes	23		Suriz, y Domenech Jose	30
Oteiza, Jose M	7		Suris, Coloma	32
Oteiza, Flora	5		Sentmanet, Ma. Linga	63
Obias, Jose	5		Sardina, Martina	6
Oliveras, Jose	38		Sardina, Ramona	17
Ortega, Francis	6		Sardina, Anastasia	14
O'Farrill, Ygnacio	4		Sardina, Agustina	3
Orozco, Julia	1		Scott, Juana	14
O'Farrill, Juan F	10		Scott, Ana	11
			Sarasola, Valentin	19
P.			Solo, Navarro Merced	7
Penalver, Concepcion	2		Saldaqui, Bernardo	4
Perez, de la Mesa, Manuel	2		Salmonte, Valentin	23
Perez, de Alderete Federico	23		Sosa, y da. Menendez Rosa	29
Ping, Grimal Juan	11		Sarabia, Miguel	22
Ping, Pujol Eligio	17		Solo, Domingo	1
Perez, Diaz Ysabel	3		Sandoz, Arnold	5
Pires, Jose	14		Sol, Clara Luz del	1
Perez, Alderete Eduardo	19		Silveria, Silvio	1
Perez, Petra	1		Sarra, Ernesto	61
Palayo, Luisa	30		Sarra, Ma. Peresa	42
Pujol, Jose y Dolores	8		Sarra, Celia	107
Peres, Micaela	30		Selgiman, Lina	25
Pons, y Segin Franco	40		Saavedra, Manuel	5
Perez, y Perez Teresa	2		Sarminaga, Jose	6
Paradela, Francisco	42		Suarez, Hermanos	60
			Suarez, Francisco	31

LIST OF STOCKHOLDERS, MATANZAS RAILROAD COMPANY—Continued.

	Shares.		Shares.
Segade, Pedro	3	Valle, Adelaida Rosa y Ma. Dolores	3
Sherman, F. J.	110	Vinda, Francisco Diaz	16
Santos, Jose M.	10	Villa, Angela de la	14
T.		Varona, Manuel	1
Tolnas, Vicente A.	11	Vigil, Cesareo	20
Tallet, Jose E.	7	X.	
Triole, Ernesto.	23	Ximeno, Rosa	8
Torre, Calixto	6	Z.	
Tipular, Fidel	9		
Tipular, Aurelia	6		
U.			
Usatorres, Manuel	5	Zangroniz, Ygnacio Ma.	6
Ugarte, y Filpular Menores	8	Zuaznavar, Teresa	6
V.		Zaldo, Eduardo	59
Vilar, y Aguller Antonio	59	Zaldo, Guillermo	382
Vidal, Carlos	57	Zaldo, Federico	48
Veneno, Dolores	1	Zaldo, Carlos	66
Vera, Felix	2	Zaldo, Teodoro	68
Valdes, Mana Manuela	36	Zaldo, Ysabel	20
Vina, Prudencio	12	Zaldo, Ernesto	48
Vega, Josefa	1	Zaldo, Guillermina	48
Valdes, Hilario	4	Zaldo, Manuela	48
Valle, Francisco del	15	Zaldo, Maria del Carmen	48
Valle, Clara de la Luz	17	Zaldo, y Compa	126
Villaveina, Francisco	6	Zanetti, Joaquin	1
Velasco, Dionisio	118	Zanetti, Antonio	24
Vargas, Aurora	3	Zanetti, Paulina	2
Valdes, Jose Manuel	30	Zanetti, Ysabel	1
		Zanetti, Domingo	22
		Total	11,519

GUANTANAMO RAILROAD, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Empresa del Ferro-Carril de Guantanamo; date of incorporation, July 10, 1858; date of opening entire main line to public business, January 1, 1858; location of principal business office where stockholders and directors meet, Santiago de Cuba; location of offices for transfer of stock, Santiago de Cuba; location of offices for payment of interest, Santiago de Cuba; location of general business or operating office, Guantanamo; present number of stockholders, 132; date of annual meeting for election of directors, in January every second year; dates of regular meeting of directors, whenever one may be called, no date fixed; date of close of company's fiscal year, December 31 of each year.

Officers and directors.

Officers: Don Luis Brooks, president, Santiago de Cuba; Don Pastor de la Torre, secretary, Santiago de Cuba; Don Teodoro Brooks, treasurer, Don Amador Esteve, comptroller, Don Eduardo J. Chibas, general manager, Don Antonio Flague, general traffic manager, Don Eduardo J. Chibas, chief engineer, Don Manuel Rodiles, superintendent telegraph, Guantanamo; Don Luis Hechevarria, general solicitor, Santiago de Cuba.

Directors.	Expiration of term.	Shares of stock.
Don Luis Brooks, Santiago de Cuba	Dec. 31, 1900	506
Don Augusto Wilson, Santiago de Cuba .....	.....do	219
Don Ernesto H. Brooks, Santiago de Cuba .....	.....do	420
Don Roberto Scott Douglas, Santiago de Cuba .....	.....do	47
Don Teodoro Brooks, Guantanamo .....	.....do	147
Don Pascasio Dias, Santiago de Cuba .....	.....do	22
Don Adrian Grinan, Santiago de Cuba .....	.....do	88

Capital stock and funded debt.

	Shares.
Authorized by law or charter	10,000
Issued for actual cash	4,000
Issued on account of construction	6,000
Total issued	10,000
Par value of shares, \$100.	

Additions and betterments to railway, etc., charged to operating expenses.

Grading, ditching, and filling	\$1,500
Spikes, joint fastenings, and other iron in track	500
Cross-ties	3,072
Water tanks, tank buildings, and apparatus	800
Total	5,872
Total amount of tax paid for year ending June 30, 1900	1,650

Additions and betterments to rolling stock.

	Number added during year.	Charged to operating expenses.
Cars:		
Freight, box	4	\$2,000
Freight, flat	3	1,300
Section or push	3	210
Total	10	3,510

Passenger and freight statistics.

Passenger:	
Passengers carried	54,825
Earnings per passenger	\$0.31
Trains run	1,314
Freight:	
Freight carried	tons 53,705
Earnings per ton	\$2.47
Trains run	4
Cars run	72

EARNINGS.

Month.	Passenger.	Freight.	Miscellaneous.	Total.
July	\$1,764.02	\$4,671.58	\$169.00	\$6,704.60
August	1,407.43	3,534.72	48.00	4,990.15
September	1,205.60	7,847.06	152.00	9,204.66
October	1,024.26	4,666.69	104.00	5,794.95
November	935.47	4,503.22	80.00	5,518.69
December	1,251.47	6,128.00	121.00	7,500.47
January	1,326.48	12,823.62	146.00	14,296.10
February	1,492.08	19,130.94	202.00	20,824.97
March	1,970.91	26,815.28	152.00	28,938.19
April	1,794.65	24,378.83	72.00	26,245.48
May	1,802.21	13,271.10	103.40	15,176.71
June	1,504.18	5,533.91	96.00	7,134.09
Total	17,478.71	133,404.95	1,445.40	152,329.06

OPERATING EXPENSES.

Month.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expense and taxes.	Total.
July	\$2,984.37	\$1,760.43	\$3,599.66	\$2,237.16	\$10,581.68
August	3,917.87	2,022.26	3,275.27	2,159.82	11,375.22
September	2,975.30	1,860.99	2,855.38	1,918.67	9,600.34
October	2,150.35	1,663.11	2,861.59	1,932.53	8,597.58
November	2,866.78	2,161.12	2,647.92	2,291.52	9,967.34
December	2,659.63	2,130.80	2,637.15	2,046.68	9,474.06
January	3,613.70	2,629.02	3,172.77	2,366.63	11,762.02
February	3,406.24	2,046.15	2,989.97	2,043.58	10,485.94
March	2,841.57	1,825.88	3,082.41	2,146.50	9,895.36
April	3,458.13	2,675.86	3,704.62	2,111.18	11,896.79
May	2,938.91	1,894.88	2,894.70	2,516.44	10,234.93
June	2,367.10	1,541.11	2,733.77	2,332.80	8,874.78
Total	36,179.95	24,181.47	36,455.21	26,093.41	122,910.04

*General balance sheet of this railroad at close of business on June 30, 1900.***ASSETS.**

Shareholders:		
10,000 shares issued		\$1,000,000.00
Cost of the "crossing"		2,707.06
Cash:		
Cash on hand this date	\$46.28	
On deposit with the treasurer at Santiago as reserve fund	60,821.42	
		60,867.81
Properties:		
Isabel branch		2,190.84
Land		9,860.24
Motive power and rolling stock		148,696.77
Material and tools		60,860.86
Furniture		2,027.75
Exchange premiums		16.90
Motive power	\$19,737.27	
General expense	6,081.69	
Rolling stock	18,816.61	
Construction and repair	18,618.75	
		63,254.32
Total		<u>1,350,481.56</u>

LIABILITIES.

Capital:		
First issue of stock as per articles of incorporation April 16, 1856	\$350,000	
Increase authorized by the Spanish Government July 16, 1858	50,000	
Increase authorized by the Spanish Government	600,000	
		\$1,000,000.00
Bills payable on demand:		
Paid on account by the military government		1,000.00
Undivided profits in factories		233,638.85
Profit and loss:		
Freights	\$101,936.48	
Passenger traffic	10,686.64	
Shops	3,220.58	
		115,842.70
Total		<u>1,350,481.56</u>

Characteristics of road.

Track.	Owned at close of year.	Total operated.
	<i>Kilo-meters.</i>	<i>Kilo-meters.</i>
Length of main line from Guantanamo to Calmanera	20.425	20.425
Length of branch line:		
From Guantanamo to Jamaica	10.000	10.000
From De Cuatro Caminos to Soledad	6.000	6.000
Total length of road	36.425	36.425
Length of double track .....	.700	.700
Length of sidings on main line .....	.500	.500
Length of sidings on branch or division	1.000	1.000
Total length of sidings	2.200	2.200
Total length of track	38.625	38.625
Foreign steel:		
Maximum weight per yard 72 pounds	38.625	38.625
Total kilometers of steel rail	38.625	38.625
Track ballast, gravel	38.425	38.425
Total curve line	10.000	10.000
Total straight line	28.425	28.425

Bridges.	At close of year.			
	Num-ber.	Number of spans or arches.	Longest span or arch.	Length.
Iron truss	2	3	<i>Feet.</i> 14.10	<i>Feet.</i> 56.40
Iron girder	1	1		21.40
Wood girder (on masonry)	2			
Wood piling	6			
Total	11			

Miscellaneous characteristics.

Cross-ties:		
Maximum number per kilo	.....	60
Minimum number per kilo	.....	50
Average number per kilo	.....	55
Kind	.....	Caguairan.
Average size	.....	9 by 6 by 7
Average price at present date	.....	\$0.80
Renewals of rails and cross-ties:		
New cross-ties laid during year	..... number	2,840
Total cost of same	.....	\$30,072
Kind	.....	Caguairan.
Culverts:		
Open	.....	40
Box	.....	6
Arch	.....	3
Total	.....	49
Aggregate span	..... feet	250
Gauge of track	.....	1.60
Telegraph owned by company	..... kilo meters of line	36,425
Telegraph owned by company	..... kilo meters of wire	42,425
Average number of poles per kilometers	.....	20
Size of wire	.....	1
Crossings, railroad:		
Above grade	.....	13
Under grade	.....	3
Stations used jointly by this company	.....	5
Freight depots and warehouses	.....	5
Combination (freight and passenger) buildings	.....	5
Water stations	.....	5
Fuel houses	.....	2
Engine houses	.....	1
Stalls in engine houses	.....	4
Turntables:		
Wrought-iron	.....	2
Cast-iron	.....	2
Machine shops	.....	1
Car shops	.....	1

Description of rolling stock owned.

Locomotives.	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest tender without fuel or water.	Capacity of heaviest tender.		Number of wheels under heaviest tender.	Length of locomotive and tender, coupling to coupling.
				Water.	Fuel.		
		Tons.	Tons.	Gallons.	Tons.		Meters.
Passenger	2	116	47	3,000	3	8	.....
Freight	2	85	37	.....	.....	8	14
Switching	2	85	37	.....	.....	8	.....
Total	6	.....	.....	.....	.....	.....	.....

TOTAL NUMBER OF CARS AT CLOSE OF YEAR.

Passenger department:		
First-class	.....	2
Weight of heaviest car	..... kilograms	36,650
Number of wheels under heaviest car	.....	8
Length of heaviest car, from coupling to coupling	..... meters	15
Number of cars fitted with hand train brake	.....	72
Second-class	.....	3
Total	.....	5
Freight department:		
Box	.....	28
Stock	.....	15
Coal	.....	8
Flat	.....	20
Fruit	.....	1
Total	.....	72
Road and miscellaneous, hand	.....	6

Miscellaneous statistics.

Fuel consumed by locomotives:		
Coal	..... tons	1,100
Average cost per ton	.....	\$6.50
Wood	..... cords	400
Average cost per cord	.....	\$1.40
Accidents	.....	None.

SANTIAGO RAILROAD, YEAR ENDING DECEMBER 31, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Compania del Ferro-Carril y Almacenes de Deposito de Santiago de Cuba; date of incorporation, September 3, 1858; previous name or names, the same; date of opening entire main line to public business, 1859; with what other companies consolidated and dates of consolidation, with none; location of principal business office, where stockholders and directors meet, main station, Santiago de Cuba; location of offices for transfer of stock, comptroller's office, Santiago de Cuba; location of offices for payment of interest, treasurer's office, main station, Santiago de Cuba; location of general business or operating office, main station, Santiago de Cuba; present number of stockholders, 343; date of annual meeting for election of directors, second Sunday of March of each year; dates of regular meetings of directors, one each month, but no date specified; date of close of company's fiscal year, December 31 of each year.

Officers and directors.

Officers: German Michaelson, president; Ygnacio Casas, vice-president; Luis Hechavarria, secretary; Carlos Fox, treasurer; Pedro Viana, comptroller; Pedro Viana, auditor; Asher Gruver, general manager; Asher Gruver, general traffic manager; Asher Gruver, general superintendent; Luis de Hechavarria, general solicitor, Santiago de Cuba.

Directors.	Expiration of term.	Shares of stock.
German Michaelson, Santiago de Cuba.....	Mar. 11, 1901	50
Ygnacio Casas, Santiago de Cuba.....	do	50
Jose Grinan y Cruz, Santiago de Cuba.....	do	52
Roberto Douglas, Santiago de Cuba.....	do	50
Pedro Aguilera, Santiago de Cuba.....	do	64
Julian Cendoya, Santiago de Cuba.....	do	50
Tomas Redington, Santiago de Cuba.....	do	50

Capital stock and funded debt.

CAPITAL STOCK.

	Number of shares.	Common.	Total.
Authorized by law or charter	12,000	12,000	12,000
Issued for actual cash	12,000	12,000	12,000
Total issued	12,000	12,000	12,000
Amount outstanding	1,200,000	1,200,000	1,200,000

Par value of shares, \$100; average price at which stock was disposed of, per share, \$100; rate of interest or dividend on preferred stock, no preferred stock.

FUNDED DEBT.

Designation of lien.	Coupon or registered bonds.	Interest rate per annum.	Date of issue.	Term (years).	Amount.	Amount realized thereon.
Mortgage bonds	150	Per cent. 8	Oct. 26, 1895	5—15	\$150,000	\$150,000

Additions and betterments to railway, etc.

Item.	Charged to construction account.	Charged to operating expenses.
Right of way and real estate	\$1,142,500.00	\$156,394.10
Fencing.....		
Grading, ditching, and filling		
Ballasting and surfacing		
Masonry and riprapping.....		
Rails, iron		
Rails, steel.....		
Spikes, joint fastenings, and other iron in track		
Cross-ties		
Track laying, including sidings and spurs		
Bridging, piling, trestling, and culverts.....		
Combination (freight and passenger) buildings.....	59,850.00	
Machine shops and car shops	27,500.00	
Road built by contract (33.405 kilometers).....	300,428.68	
Purchase of constructed road (3.5 kilometers).....	24,929.49	
Total.....	1,565,208.17	156,394.10

Telegraph included in cost of railroad.

ASSESSED BASIS FOR TAXATION FOR YEAR ENDING JUNE 30, 1900.

Paid no tax except that of 3 and 10 per cent on freight and passenger business, respectively, which tax has been abolished since June 30, 1900.¹

Amount of freight and passenger tax paid for one year ending December 30, 1899..... \$6,468.01

Amount of freight and passenger tax paid for half year ending June 30, 1900..... 3,072.27

Amount of freight and passenger tax paid for one and a half years ending June 30, 1900 (total)..... 9,540.28

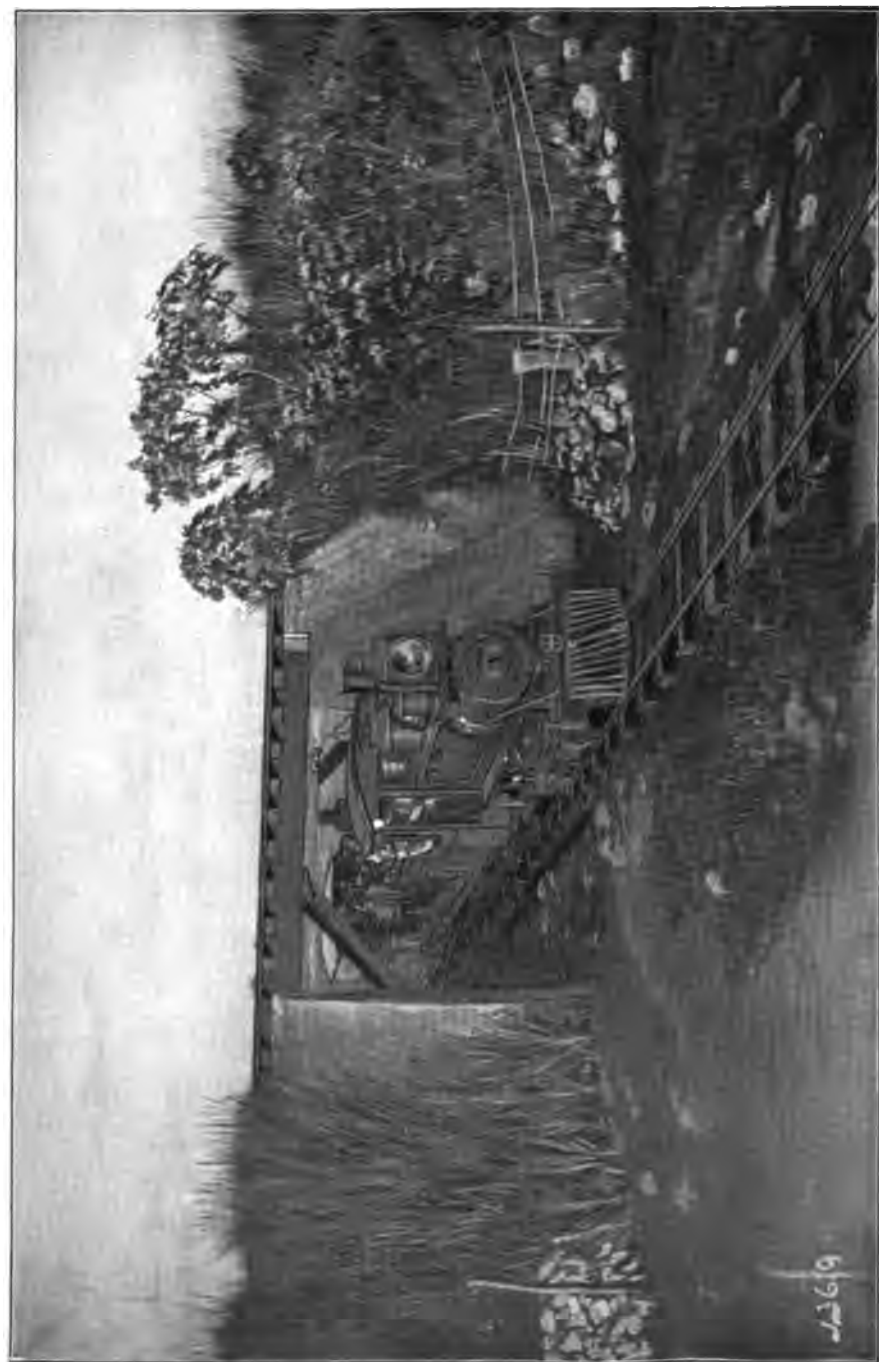
Description and cost of rolling stock.

Item.	Number.	Charged to equipment account.
Locomotives:		
Passenger (with air-brake attachment)	2	\$16,000.00
Switching.....	4	13,500.00
Cars, passenger:		
First-class (3 with air brakes)	7	26,000.00
Third-class (4 with air brakes)	10	18,453.75
Cars, freight:		
Box	12	9,600.00
Flat	66	32,000.00
Stock	5	3,000.00
Section or push	15	\$75.00
Derrick	1	600.00
Steam "Siguena" (small combination engine and car)	1	1,000.00
Hand "Siguena" (inspection car).....	1	100.00
Total.....	124	120,628.75

Passenger and freight statistics.

	Single trip.	Round trip.	Limited.	Total.
Passenger:				
Passengers carried	65,986	28,110	210	94,306
Earnings, total passenger traffic	\$28,730.93	\$7,364.50	\$96.87	
Trains run				1,492
Cars run				7,460
Total cost per kilometer run of locomotives.....				\$0.33
Freight:				
Freight carried			tons..	26,321.23
Earnings per ton				\$2.90
Trains run				1,354
Cars run				16,248
Total cost per kilometer run of locomotives.....				\$0.33

¹ See letter of the secretary of finance of Cuba concerning taxes on Cuban railroads, in Part II (Supplemental Report), which is embraced in the latter part of this publication.



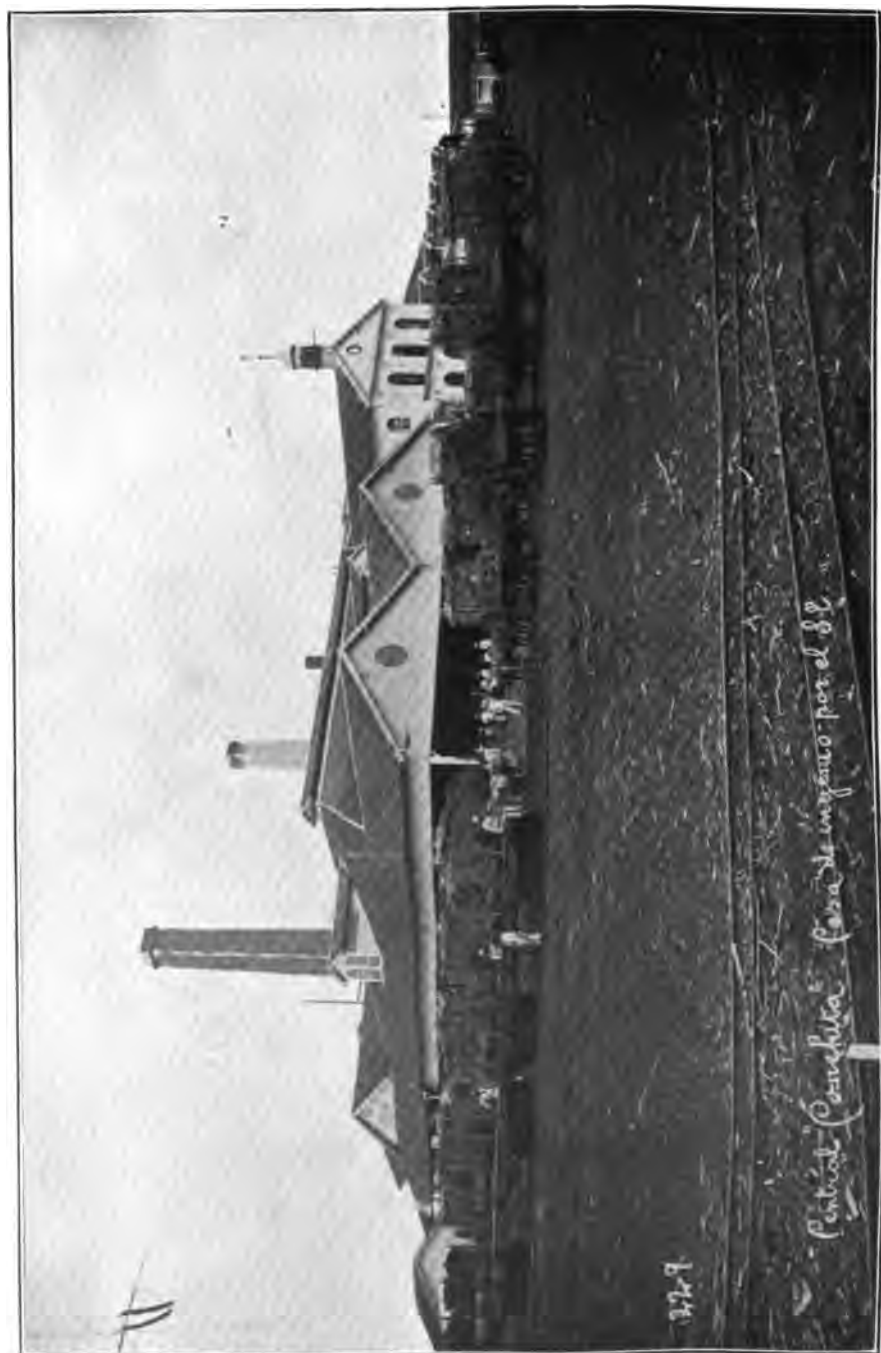
SCENE ON THE UNITED RAILWAYS, CROSSING OVER THE BAINO PLANTATION RAILROAD.



CENTRAL AND RAILROAD OF SAN JOSE PLANTATION, MANACAS.



CENTRAL AND RAILROAD OF LOTERIA PLANTATION.



CENTRAL AND RAILROAD OF CONCHITA PLANTATION.

Passengers and freight statistics—Continued.

EARNINGS.

Month.	Passenger.	Freight.	Miscellaneous.	Total.
July.....	\$3,230.16	\$9,441.50	\$562.67	\$13,234.33
August.....	7,886.68	10,292.31	128.00	18,306.99
September.....	3,889.50	10,768.99	393.13	15,051.62
October.....	2,547.97	7,301.20	213.38	10,062.55
November.....	1,582.69	6,049.96	401.85	8,034.50
December.....	2,151.54	8,748.37	414.25	11,314.16
January.....	3,836.67	7,033.55	39.00	10,909.22
February.....	3,236.40	6,806.59	22.00	10,064.99
March.....	3,951.39	7,847.91	466.03	12,265.33
April.....	2,986.08	7,900.36	70.02	10,956.41
May.....	2,413.20	6,171.56	203.76	8,788.52
June.....	1,959.69	6,333.25	234.93	8,527.87
Total.....	39,671.92	94,695.55	3,149.02	137,516.49

OPERATING EXPENSES.

Month.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses and taxes.	Total.
July.....	\$2,418.68	\$1,458.32	\$4,498.11	\$1,037.66	\$9,412.77
August.....	3,146.11	1,566.71	5,196.29	1,190.29	11,099.40
September.....	2,859.71	1,488.82	5,676.47	1,092.72	11,117.72
October.....	4,108.20	1,946.57	5,198.78	1,165.06	12,418.61
November.....	4,458.02	1,408.70	5,068.80	1,126.39	12,051.91
December.....	4,816.24	1,407.60	5,816.04	1,273.20	13,313.08
January.....	5,072.63	834.41	4,996.90	1,100.79	12,004.73
February.....	4,711.25	1,147.20	5,049.17	1,085.62	11,993.24
March.....	5,135.14	2,199.72	4,961.90	1,082.65	13,379.41
April.....	2,436.17	1,406.52	5,043.48	1,124.43	10,010.60
May.....	2,493.84	1,293.83	5,110.28	1,102.85	10,000.80
June.....	2,642.26	1,520.74	4,435.53	1,088.23	9,686.76
Total.....	44,298.25	17,679.14	61,041.75	13,469.89	136,489.03

Revenue and expenditures.

REVENUE.

Earnings.....	\$137,180.01
Deficit.....	19,665.38
Total.....	156,845.39

EXPENDITURES.

Operating expenses.....	144,845.39
Interest on first-mortgage bonds.....	12,000.00
Total.....	156,845.39

General balance sheet at closing of accounts December 31, 1900.

LIABILITIES.

First-mortgage bonds.....	\$150,000.00
Accounts payable.....	8,042.68
Receipts from freight transportation.....	81,712.20
Receipts from passenger transportation.....	36,192.30
Receipts from special trains.....	1,151.50
Receipts from sale of miscellaneous property.....	1,407.56
Receipts from exchange of money.....	378.38
Receipts from refreshment privileges.....	60.00
Receipts from United States Government transportation.....	16,278.07
Total.....	295,222.69
Capital stock.....	1,200,000.00
Total stock and debts due to company.....	1,495,222.69
Profit and loss (balance of undivided income).....	467,561.10
Total.....	1,962,783.79
Deficit.....	19,665.38

ASSETS.

Cost of road and fixtures.....	\$1,468,008.17
Cost of equipment.....	148,128.75
Cost of real estate other than road.....	84,568.10
Fuel, material, and stores on hand.....	20,504.54
Cash on hand.....	9,157.76
Other stock.....	45,965.83
Accounts receivable.....	19,146.93
Interest paid on bonds.....	11,266.92
Miscellaneous credits.....	10,909.61
Extraordinary expenses.....	1,278.88
General expenses.....	61,042.75
Repairing locomotives and cars.....	17,679.14
Repairing of track.....	66,126.41
Total.....	1,962,783.79

	Par value.	Cost to company.
Bonds owned:		
Ponupo Mining and transportation Company.....	\$150,000	\$150,000
Stock owners:		
Sir William C. Van Horne and Samuel Thomas.....	670,000	
Sir William C. Van Horne.....	37,800	
North American Trust Company.....	44,600	
Stock assumed for Sabanilla Company.....	88,700	
Laureana F. del Aya.....	27,000	
Dominga Fuera de Vilar.....	10,000	
Anastasio Millet.....	18,000	
Maria de los Dolores Norma.....	15,000	
Ramon Rivas Lamar.....	15,000	
Luciano Ruiz.....	10,000	
Pedro Aquilera.....	6,400	
German Michelsen.....	5,000	
Julian Cendoya.....	5,000	
Jose Grinan Cruz.....	5,200	
Ygnacio Casas.....	5,000	
Miscellaneous owners.....	242,800	
Total.....	1,200,000	

OPERATIONS OF THE LAND DEPARTMENT—FINANCIAL.

Receipts.....	None
Expenses.....	None
Owned by company at—	
Baragua.....	caballerias.. 266½
Buena Vista.....	do.... 1
Total.....	do.... 267½

MISCELLANEOUS LANDS.

[Total to date; caballerias.]

Acquired by transfer from C. H. Ziegenfuss.....	266½
Acquired by purchase of Ros & Co. and Andreas Pando.....	1
Total.....	267½
Disposed of during the year.....	None

TELEGRAPH.

CONTRACTS AND AGREEMENTS.

This company has no contract or agreement with any other company for the use of its private telegraph line; the same requires the service of one telegraph operator.

Characteristics of road.

[Kilometers.]

Track.	Owned at close of year.	Total operated.
Length of main line from Santiago to Enramadas.....	32.458	32.458
Length of branch lines:		
From Entronque to La Maya	15.500	15.500
From De La Maya to Ponupo	3.000	3.000
Total length of road	50.958	50.958
Length of sidings on main line	2.000	2.000
Length of sidings on branch or division	1.000	1.000
Total length of sidings	3.000	3.000
Total length of track	53.958	53.958
American steel.....	18.500	18.500
Maximum weight per yard..... pounds	60	60
Minimum weight per yard..... do.	60	60
Foreign steel.....	32.458	32.458
Maximum weight per yard..... pounds	60	60
Minimum weight per yard..... do.	60	60
Total kilometers of steel rail.....	18.500	18.500
Total kilometers of iron rail.....	32.458	32.458
Cross-ties:		
Maximum number per kilometer.....		1,600
Minimum number per kilometer.....		1,600
Average number per kilometer.....		1,600
Kind.....		Madera recia and pine
Average size.....		8 by 6 by 8
Average price at present date.....		\$1.00
Fencing: During the Cuban insurrection all fencing was destroyed.		
Renewals of rails and cross-ties:		
New cross-ties laid during year.....		14,286
Kind.....		Madera recia and pine
Total cost of same.....		\$9,976.63
Track constructed during year:		
Track ballast—		
Stone..... kilometers..		4
Earth..... do..		3
Grades—		
Maximum..... per cent..		2.75
Where.....		Ro. No. 16
Minimum..... per cent..		0.1
Where.....		Ro. No. 1
Longest grade.....		8 Ra.
Where.....		Ra. No. 8 to 16
Longest level.....		1 R.
Where.....		Ra. No. 19 to 20
Total grades..... kilometers..		45.958
Total level..... do..		5.000
Alignment—		
Maximum curvature.....		10°
Where.....		Ra. No. 5
Longest tangent.....		2' 0"
Where.....		Ra. No. 22 to 24
Total curved line..... kilometers..		19.000
Total straight line..... do..		31.958
Bridges constructed during year:		
Stone.....		0
Iron suspension.....		0
Iron truss.....		0

Bridges.	Total at close of year.			
	Num- ber.	Number of spans or arches.	Longest span or arch.	Length.
Iron girder.....	4	35	Feet. 18	8
Combination, Howe truss.....	0			
Combination, truss.....	0			
Wood Howe truss.....	2	7	16	13
Wood truss.....	0			
Wood girder, on masonry.....	0			
Wood trestle.....	6	67	9	5
Wood piling.....	1	3	4	4
Total.....	13	112	47	30

Miscellaneous characteristics.

Culverts:		
Open.....		24
Box.....		0
Arch.....		23
Total.....		47
Aggregate span.....	feet	735
Tunnels lined with—		
Wood.....		0
Wood, length.....	feet	0
Brick.....		0
Brick, length.....	feet	0
Stone.....		0
Stone, length.....	feet	0
Tunnels:		
Total number.....		0
Aggregate length.....	feet	0
Longest tunnel, length.....	do.	0
Gauge of track.....		4 ft. 8½ in.
Telegraph owned by company:		
Line.....	kilometers	50.958
Wire.....	do.	50.958
Wire operated by—		
Company.....	kilometers	50.958
Telegraph company.....	do.	50.958
Signal corps.....	do.	104.604
Average number of poles per kilometer.....		20
Size of wire.....	No. 9	
Fencing.....	miles	0
Cattle guards.....		0
Crossings, railroad, at grade.....		3
Crossings, railroad, above grade.....		2
Crossings, railroad, under grade.....		2
Crossings, highway, at grade.....		2
Crossings, highway, above grade.....		0
Crossings, highway, under grade.....		0
Stations used jointly with other companies.....		0
Stations used solely by this company.....		11
Passenger buildings.....		11
Hotels.....		0
Freight depots and warehouses.....		0
Combination (freight and passenger buildings).....		11
Water stations.....		6
Fuel stations.....		1
Engine houses.....		0
Stalls in engine houses.....		0
Turntables:		
Wrought iron.....		0
Cast iron.....		1
Wooden.....		2
Machine shops.....		1
Car shops.....		1
Sections or tool houses.....		0

Description of rolling stock owned.

Locomotives.	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest tender without fuel or water.	Number wheels under heaviest tender.	Capacity heaviest tender.	
					Water.	Fuel.
		Tons.	Tons.		Gallons.	Tons.
Passenger.....	2	65	10	8	2,000	24
Freight.....						
Switching.....	4			8		
Total.....	6			16		

Length of locomotive and tender, coupling to coupling, 47 feet 10 inches.

Locomotives, with train brakes:

Passenger.....	2
Freight.....	2
Switch.....	2

TOTAL NUMBER OF CARS AT CLOSE OF YEAR.**Passenger department:**

First-class.....	7
Weight of heaviest car.....	kilograms 14,268
Number of wheels under heaviest car.....	8
Length of heaviest car, from coupling to coupling.....	feet 58
Number of cars fitted with train brakes.....	7
Number of cars fitted with Janney coupler and platform.....	7
Third-class.....	10
Total.....	17

Freight department:	
Box	12
Stock	5
Flat	66
Total	83
Road and miscellaneous:	
Derrick	1
Push	15
Total	16
Fuel consumed by locomotives:	
Coal	tons of 2,240 pounds.. 2,102
Average cost per ton	\$4.50

List of accidents.

Accidents to persons.	Trespassing, injured.	Total injured.	Total accidents.
Passengers	5		
Employees	5	10	6
Total	10	10	6
Kind of accidents:			
Derailments			3
Accidental			1

GIBARA AND HOLGUIN RAILROAD, YEAR ENDING NOVEMBER 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Ferro-Carril de Gibara y Holguin; date of incorporation, December 27, 1884; date of opening entire main line to public business, August 7, 1885; location of principal business office, where stockholders and directors meet, station at Gibara, Cuba; location of offices for transfer of stock, station at Gibara, Cuba; location of offices for payment of interest, 6 San Pedro street, Habana, Cuba; location of general business or operating office, station at Gibara, Cuba; present number of stockholders, 227; date of annual meeting for election of directors, January 31; dates of regular meetings of directors, two times per month; date of close of company's fiscal year, November 30.

Officers and directors.

Officers: Javier Longoria, president, Madrid, Spain; Jose H. Beola, vice-president, Gibara, Cuba; vacant, secretary, vacant; one member of board of directors, treasurer, Gibara, Cuba; Pedro A. Cardona, comptroller, Gibara, Cuba; three stockholders, auditors, Gibara, Cuba; Leonardo del Monte, chief engineer, Gibara, Cuba; Belisain Alvarez, general solicitor, Gibara, Cuba.

Directors.	Expiration of term.	Shares of stock.
Casimiro de la Torre, Gibara, Cuba	Last Sunday of January, 1901.	5
Jose N. Garrido, Gibara, Cuba	do	20
Carlos J. de Agullera, Gibara, Cuba	do	7
Gabriel Casanova, Gibara, Cuba	do	27
Julian Garcia, Santander, Spain	do	15

CAPITAL STOCK.

	No. of shares.
Authorized by law or charter	4,000
Issued for actual cash	1,787
Subscribed by not fully paid for	513
Issued for other purposes	25
Total issued	2,325
Amount remaining in treasury	1,675
Total	4,000

Par value of shares, \$100; average price at which stock was disposed of, \$100 per share.

FUNDED DEBT.

Designation of lien.	Coupon or registered bonds.	Interest rate per annum.	Date of issue.	Term, years.	Amount.	Amount realized thereon.
		<i>Per cent.</i>				
First-mortgage bonds issued	200	8	Apr. 1, 1890	30	\$200,000	\$200,000
Amount of bonds canceled	21	8	.....do.....	30	21,000	21,000
Amount of bonds outstanding	179	8	.....do.....	30	179,000	179,000

Passenger and freight statistics.

Passenger:		
Passengers carried		9,195½
Earnings per passenger		\$0.86
Trains run		156
Cars run		1,312
Freight:		
Freight carried	tons.	10,343
Earnings per ton		\$4.50
Trains run		156
Cars run		1,312
Total cost per kilometer run of locomotives		\$0.25

EARNINGS.

Month.	Passenger.	Freight.	Total.
July, 1900	\$876.20	\$3,859.65	\$4,735.85
August, 1900	876.24	5,278.17	6,149.41
September, 1900	686.45	2,947.10	3,633.55
October, 1900	680.20	4,062.96	4,743.16
November, 1900	591.63	2,544.90	3,136.53
December, 1899	563.37	3,587.20	4,150.57
January, 1900	591.40	4,481.11	5,072.51
February, 1900	557.59	3,885.21	4,442.80
March, 1900	644.52	4,885.16	5,529.68
April, 1900	586.40	3,384.06	3,970.46
May, 1900	544.69	4,498.71	5,038.40
June, 1900	735.86	3,202.65	3,938.51
Total	7,984.55	46,606.88	54,541.43

OPERATING EXPENSES.

Months.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expense and taxes.	Total.
January to December, inclusive	\$3,591.70	\$4,911.79	\$17,588.73	\$23,912.73	\$55,004.95

Revenue and expenditures.

REVENUE.	
Earnings	\$56,826.06
EXPENDITURES.	
Operating expenses	35,736.25
Interest on first-mortgage bonds	14,640.00
Interest on other debt	4,628.70
Total	55,004.95

General balance sheet at closing of accounts November 30, 1900.

LIABILITIES.	
First-mortgage bonds	\$179,000.00
Other debt	44,000.00
Accounts payable	12,799.79
Reserve fund	43,587.75
Bills in suspense	22,836.99
Total debt	302,224.53
Capital stock	400,000.00
Total stock and debt	702,224.53
Profit and loss of two years (balance of undivided income)	4,502.13
Total	706,726.66

ASSETS.

Cost of road and fixtures.....	\$430,000.00
Cost of equipment.....	21,800.00
Fuel, material, and stores on hand.....	11,794.64
Cash on hand.....	2,373.05
Company's stocks and bonds owned by company.....	167,500.00
Miscellaneous credits.....	39,168.44
Bad debts or suspense account.....	22,836.99
Diminishment of inventory.....	5,478.76
Net balances forwarded.....	5,774.78
Total.....	706,726.66

Characteristics of road.

Track:	
Length of main line, Gibara to Holguin.....	kilometers.. 31.450
Length of sidings.....	do.... 1.836
Total length of track.....	32.786
Rails in track (American steel), maximum weight per yard.....	pounds.. 36
Total kilometers of steel rail.....	32.786
Cross-ties:	
Maximum number per kilometer.....	1,333
Minimum number per kilometer.....	1,300
Average number per kilometer.....	1,316
Kind.....	Native hard wood.
Average size.....	6½ feet by 6 by 7 inches.
Average price at present date.....	\$0.70
Fencing.....	None.

RENEWALS OF RAILS AND CROSS-TIES.

New rails (steel) laid during year.....	tons.. 134
Total cost of same.....	\$943.13
New cross-ties laid during year.....	759
Kind.....	Hard wood.
Total cost of same.....	\$531.30

TRACK.

Track ballast:	
Stone.....	kilometers.. 2.000
Gravel.....	do.... 29.786
Total.....	31.786

Grades:	
Maximum.....	2.2 per 100.
Where.....	Kilo No. 17.
Minimum.....	0.003 per 100.
Where.....	Kilo No. 1.
Longest grade.....	A. 750 meters.
Where.....	Kilos Nos. 6 and 7.
Longest tangent.....	4,000 meters.
Where.....	Between Gibara and Cantimplora.

BRIDGES.

	Number at close of year.	Number of arches or spans.	Longest span or arch.	Aggregate length.
			<i>Meters.</i>	<i>Meters.</i>
Iron suspension.....	1	1	42	42
Trestle.....	3	10	9	7.50
Total.....	4			49.50

Miscellaneous characteristics.

Culverts:	
Open.....	20
Arch.....	33
Tunnels lined with stone:	
Number.....	1
Length.....	feet.. 120
Tunnels:	
Total.....	1
Aggregate length.....	feet.. 120
Gauge of track.....	do.... 3
Telephone owned by the company:	
Line.....	kilometers.. 31
Wire.....	do.... 31
Wire operated by—	
Company.....	do.... 31
Telegraph company.....	do.... 31
Signal corps.....	do.... 31
Average number of poles per kilometer.....	50

Crossings:

Railroad, at grade	6
Railroad, above grade	1
Railroad, under grade	2
Highway, at grade	2
Stations used solely by this company	6
Combination (freight and passenger) buildings	2
Water stations	2
Turntables, wrought-iron	2
Machine shop	1

Equipment owned at close of year.

LOCOMOTIVES.

	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest tender without fuel or water.	Number of wheels under heav- iest tender.	Capacity of heav- iest tender.		Length of locomotive and tender, coupling to coupling.
					Water.	Fuel.	
Passenger and freight.	2	<i>Pounds.</i> 76, 830	<i>Pounds.</i> 16, 000	8	<i>Gallons.</i> 1, 000	<i>Tons.</i> 2	<i>Meters.</i> 13. 42

CARS.

Passenger department:	
Parlor	3
First-class	1
Third-class	2
Baggage	1
Total	7
Freight department:	
Box	6
Stock	1
Combination	4
Total	11
Road and miscellaneous, push	3

Miscellaneous statistics.

Fuel consumed by locomotives:	
Coal, average cost per ton	\$8. 10
Wood, average cost per cord	1. 20
List of accidents: None.	

Names of stockholders, Gibara and Holguin Railroad.

	Shares.		Shares.
D. Carlos J. de Aguilera.....	7	De Gibara Casino.....	10
D. Jose Almarza.....	6	D. Gabriel Casanova.....	2
D. Manuel H. Alvarez.....	2	D. Antonio Clemente.....	1
D. Justo Alzaga.....	2	D. Gumersindo Calderon.....	1
D. Hermenegilde Alvarez.....	2	D. Enrique Cespedes.....	1
D. Jose Arguelles.....	2	Dona Manuela Catala de Bauza.....	1
D. Tomas Almaguel.....	1	D. Juan B. Canizares.....	10
Dona Francisca Alquilera.....	1	D. Jose A. de la Cruz.....	1
D. Jose Alea.....	1	D. Juan Campana.....	1
D. Jose Alvarez Cueto.....	1	D. Vicente Camafretia.....	3
D. Ramon Amaya.....	1	D. Rafael Coalla.....	3
D. Antonio Aldana.....	1	Sr. Conde de Casa More.....	5
D. Gregorio Alonso.....	4	Sr. Conde de Casa More.....	5
D. Jose Abadia.....	2	D. Juan Conill e Hijo.....	2
D. Casimiro Alminaque.....	10	Sres. Cobo y Hnos.....	10
Sres. Abelanedo y Ca.....	5	D. Antonio de la Cruz Rubio.....	7
Sres. Angel A. Arcos y Ca.....	2	D. Agustin Calderon.....	7
D. Marcelino Alcober.....	1	D. Acisclo Diaz Brito.....	1
D. Martin Bim Canta.....	1	D. Antonio Diaz Triana.....	2
D. Sebastian Bauza.....	1	D. Eugenio Diaz Magolla.....	5
Dona Dolores Bastista.....	1	D. Alejandro Diaz.....	1
D. Jose Bofill y Nogues.....	5	D. Alberto Diaz.....	1
D. Candido Bidaduren.....	4	D. Juan Esturo.....	5
D. Cristobal Barahona.....	5	D. Manuel Escobar.....	2
D. Jose H. Baro.....	10	D. Manuel Fernandez.....	10
D. Juan H. Bances.....	2	D. Jose Figueiras.....	2
D. Jose H. Beola.....	296	D. Luciano Fernandez.....	1
D. Melchor Becena Coro.....	6	D. Ignacio de Fuentes.....	2
Sres. G. Bolivar y Ca.....	25	D. Javier Freire.....	1

Names of stockholders, Gibara and Holguin Railroad—Continued.

Shares.		Shares.	
D. Emilio Fraga.....	2	D. Carlos Martinez.....	5
D. Francisco Frexes.....	1	D. Gregorio Muniz.....	2
D. Juan de Fuentes Reyes.....	1	Sres. Mosle Bros.....	50
D. Pedro de Ferial.....	1	D. Constantino Marino.....	1
Dona Rita Fuentes de Fuentes.....	1	Sr. Marques de Campo.....	72
D. Salvador Fuentes.....	4	D. Victoriano Martinez.....	8
D. Jesus Fernandez, A.....	1	D. Juan Mendez.....	2
D. Manuel Falco.....	1	Sres. Norell Labarada y Ca.....	5
D. Jorge Ferran.....	10	D. Juan Ortega Hernandez.....	1
D. Faustino Fares.....	2	D. Miguel Ortega.....	2
Sres. Faes Hno.....	5	D. Manuel F. Ochoa.....	2
D. Jose Fernandez Nunes.....	2	D. Genaro Obregon.....	1
Sres. Garrido y Ca.....	20	D. Nicolas Perez Sancho.....	39
D. Martin Gurri.....	5	D. Pablo Puig.....	2
D. Agustin Guarch.....	5	D. Wenceslao Pena.....	1
D. Ricardo Garcia.....	1	D. Antonio Palacio.....	1
D. Fermín Granda.....	1	Dona Adela Perez Serrano.....	1
D. Jose Gutierrez.....	1	D. Juan Proenza.....	1
D. Juan Gurri Vianello.....	1	Dona Josefa Proenza.....	1
D. Manuel Garcia.....	1	D. Delfin Pupo.....	3
D. Pedro Antonio Garcia.....	5	D. Jose Pops.....	1
Sres. Antonio Gonzalez y Ca.....	5	D. Luis M. Pando.....	10
D. Juan Guerra Perez.....	5	D. Francisco Perez Duque.....	10
D. Eduardo Gonzalez Mallo.....	5	D. Sixto Perez.....	1
Dona Manuela Gonzalez de Pupo.....	2	D. Nicomedes Parra.....	4
D. Eduardo Gonzalez.....	2	D. Celestino Pedralles.....	5
D. Julian Garcia.....	15	D. Jose L. Perez.....	2
D. Manuel Guillen.....	1	D. Eugenio Paz.....	1
D. Hermenegildo Gomez.....	1	D. Vicente Pla y Vila.....	1
D. Gumerindo Gonzalez Rosal.....	1	D. Jose Pujol y Mayola.....	5
Agustin Garcia Aguilera.....	1	D. Venancio Pielago.....	4
D. Jose Gurri Vianello.....	1	D. Mamerto Pulido.....	10
D. Manuel Gutierrez.....	1	D. Baltasar Perez.....	2
D. Venancio Gomez.....	1	D. Jose Ramon Pena y Parra.....	2
D. Juan Gomez.....	1	D. Ernesto Pineiro.....	1
D. Enrique Garrido.....	1	D. Jose Maria Perez.....	5
D. Quintín Gonzalez.....	1	Dona Florentina Rebelgo.....	2
D. Encarnacion Gonzalez.....	1	Dona Josefa Rivas y Maura.....	2
D. Eumelia Guidi.....	1	D. Jose Rivero y Mallo.....	1
D. Antonio Garcia Canas.....	1	D. Jose Rey.....	1
D. Segundo Garcia Tunon.....	20	D. Luis Rey y Garcia.....	1
D. Mariano Gonzalez.....	4	Jose H. Rodriguez.....	1
D. Santos Guzman.....	1	Pedro Ramirez.....	1
D. Antonio Gonzalez Medoza.....	2	D. Antonio Ruvirosa.....	1
D. Luis Guarnorio.....	5	D. Rufino Rosal.....	50
Sres. Guerrero Clapes y Hno.....	1	D. Marcelino Rosal.....	1
D. Joaquin Gutierrez.....	1	D. Gabino Rivadulla.....	1
D. Alfonso Garcia Corujedo.....	30	D. Manuel Rosal y Vinas.....	1
Jose Garcia Alvarez.....	5	D. Jesus Rodriguez.....	1
Sres. Gutierrez Alonso y Ca.....	10	D. Juan Rimblas.....	1
D. Juan Hernandez Benitez.....	1	Dona Angelina Rivero.....	66
D. Delfin Hernandez.....	1	D. Gabriel Rodriguez Acosta.....	1
D. Lucindo Hernandez.....	1	Sres. Ruiz y Ca. I.....	20
D. Ramon Herrera.....	3	L. Sanchez Sucesion de D. Rafael.....	50
D. Jaime Isern.....	1	D. Manuel Silva.....	61
D. Jose Iturralde.....	2	Del Rosal Sucesion de D. Jose.....	5
D. Luciano Isla.....	4	F. Vicente Santos Morera.....	2
D. Dona Maria Isla e Isla.....	1	D. Luis Sarralegui.....	1
Sres. Iarto y Garcia.....	1	D. Maximino Santamarina.....	4
D. Ignacio Ibarzabal.....	1	Dona Ana Santiesteban y A.....	1
Sres. Longoria y Ca.....	112	D. Antonio Santiesteban.....	2
D. Manuel Longoria.....	20	D. Benjamin Santiesteban.....	2
D. Maximino Longoria V.....	131	D. Diego Sanchez.....	1
Dona Manuela Lopez Espinosa.....	1	Dona Concepcion Santiesteban.....	1
D. Pedro Perfecto Lacoste.....	10	Dona Josefa Santiesteban.....	8
D. Adolfo Lenzano.....	20	D. Jose Angel Santiesteban.....	2
Sres. Lobe y Ca.....	2	D. Vicente Tapia.....	5
D. Javier Longoria.....	109	D. Salvador Torralbas.....	1
D. Antonio Lamela.....	2	D. Jose Turruellas.....	4
D. Fernando Labrada.....	15	D. Casimiro de la Torre.....	5
D. Tomas Magarino.....	2	Dona Venturosa Urrutia.....	1
Sres. Menendez y Alvarez.....	18	Sres. Uriarte y Ca.....	3
D. Manuel Moreno.....	1	D. Matias Vidal.....	1
D. Jose Marquez y Hno.....	1	D. Ricardo Varona.....	1
D. Pio Martinez Cano.....	1	D. Rafael Vargas.....	3
D. Jose Francisco Morera.....	2	D. Leoncio Villar.....	1
Dona Maria Mendez.....	1	Dona Manuela Valera de Rivadulla.....	1
D. Agustin Mercade.....	6	D. Justo Velazquez.....	1
D. Vicente Moyua.....	1	D. Jose Vidal Carballo.....	4
Sor. Bernardo Manduley.....	2	D. Mateo Valls.....	10
D. Manuel Martinez.....	1	D. Jose Valera.....	10
D. Angel Masey.....	1	D. Jose Ramon Zuniga.....	1
Sres. Menendez Hno.....	50	D. Jose Ramon Zuniga Obregon.....	1
D. Juan Mercade.....	1	D. Pablo Zaragoza.....	1

PUERTO PRINCIPE AND NUEVITAS RAILROAD, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Sociedad Comanditaria "Ferro-Carril de Puerto Principe y Nuevitas;" date of incorporation, concession granted by Don Miguel Tacón, governor-general of Cuba, January 10, 1837; previous name or names, Compania Anonima, "Camino de Hierro de Nuevitas a Puerto Principe;" date of opening entire main line to public business, 1851; with what other companies consolidated, and dates of consolidation, none. On March 5, 1853, at public sale to the highest bidder, the property of the Compania Anonima was acquired by the purchase of the railroad of the Francisco Iraola, Jose Miguel Hernandez, Mauricio Montejo, Tomas Pio de Betancourt, Carlos de Varona, Miguel de Arostegui, Sebastian de la Vega, Pedro M. Guerrero, Juan T. O'Reilly, and Pedro Sanchez, for \$1,000,000, in conformity with the stockholders' agreement in writing, dated November 13, 1852, and following same the company was the representative of its eight stockholders. Location of offices for transfer of stock, Puerto Principe, Cuba; location of offices for payment of dividends, Puerto Principe, Cuba; location of general business or operating office, Puerto Principe, Cuba; location of principal business office, where stockholders and directors meet, in its own building, situated at No. 22 San Francisco street, Puerto Principe, Cuba; present number of stockholders, eight; date of annual meeting for election of directors, December 31; dates of regular meetings of directors, weekly; date of close of company's fiscal year, December 31.

Officers and directors.

Officers: Francisco Agramonte Avila, president; Anselmo Santayana, secretary; Isaac Rodriguez, treasurer; Aurelio Bozo, comptroller; Graciana Betancourt Agramonte, general manager; Ernesto L. Luaces, chief engineer; Antonio Lezpona, general passenger agent, Puerto Principe, Cuba.

Capital stock and funded debt.

CAPITAL STOCK.

	Number of shares.	Common.	Total.
Issued for actual cash.....	8	\$1,000,000	\$1,000,000
Total issued.....	8	1,000,000	1,000,000
Amount outstanding.....	8	1,000,000	1,000,000

The government and administration of the affairs of the company are in charge of a committee composed of three stockholders, elected annually by the others by a plurality of votes, and who are not eligible to reelection. They are known as director, treasurer, and secretary, and perform their duties gratuitously. The director is authorized to sign his name to documents of the company, together with the secretary, and to use the word "company." The stockholders may be represented by attorneys in fact, who, on account of the absence of those whom they represent, will be eligible to all official positions of the company. In the deliberations of the company each one of the eight stockholders has one vote in representation of his share. The shares or parts of shares must be transferred before a notary public, and it is necessary to present proof of the document to the company, in order that entry may be made in its book of transfers. The eight stockholders, or their successors, are the only ones who have voice and vote in the deliberations of the company. The company will continue as long as the road exists, unless dissolved by common consent. There have never been printed any certificates of the stock referred to. The railway and its appurtenances will be found on record in the registry of properties of Puerto Principe, Cuba. This company has no outstanding indebtedness, and its property is not mortgaged. The concession given for this railroad, on January 10, 1837, stipulates that it shall be a perpetual and absolute property to its owners. It was constructed without any State or municipal subsidy, or gift of public lands, and all was realized from private resources.

ADDITIONS AND BETTERMENTS TO RAILWAY, ETC.

Being a private corporation, no detailed account is kept of additions and betterments to railway, but simply a monthly statement of receipts and expenditures, and balances. This account shows the cost of keeping up and operating the road, its material, both fixed and movable, without any new construction or extension of lines.

The right of way, from the first culvert of the line to kilometer 34, the boundary line of the municipality of Puerto Principe, is 32 kilometers 992 meters in length by 25 meters 8 centimeters in width, giving an area of 827,459 square meters; and from kilometer 34 to kilometer 72, plus 256 meters, being 38 kilometers 256 meters in length by the same width as above mentioned, gives an area of 959,460 square meters, which makes the total area of the right of way of the line 1,786,899 square meters. The road is all of steel rails fastened with fish plates.

The road is 5 English feet wide, or 1 meter 52 centimeters. The line has 20 bridges and 7 pontoons, with walls and pillars of masonry and trusses of steel, 29 culverts and 2 drains, also of masonry, with coverings of wood. The ties are of jigüe. The total amount of track is 72.620 kilometers. Its stations are known as San Jose, Dos Maria, Las Minas, Aguada de Josefina, Lugareno, and Victoria. The station San Jose, in the city of Puerto Principe, occupies a space of 42,055.40 meters, on which there are situated various buildings constructed of wood and tile, containing warehouses for freight, waiting rooms for passengers, offices of the company, general storehouse, machine shops and carpenter shops, engine houses, cattle pens, car sheds, turn tables and railroad crossings, frogs, for various services. There is at Aguada de Pineda, at kilometer 2, a steam engine and pump which forces water from the Hatibonico River into an iron tank, from which water is supplied to the engines.

The buildings comprising the station Dos Maria or Alta gracia, at kilometer 18, were destroyed during the last war, and there now exists only a straight side track 300 meters in length, with double entrance, a well with pump for furnishing water to the trains, and an open shed made of lumber, for the use of passengers and for freight.

The station Minas is made of lumber and tile, with apartments for passengers, freight, offices and rooms for employees, a side track of 300 meters, and a Y for reversing the direction of trains. The track constituting the long side of this triangle is extended in the form of a straight spur for the convenience of loading lumber and cattle. The area of this station and yards is 93,689 square meters 70 square centimeters; same are located between kilometers 33 and 34.

The station Aguada de Josefina is of lumber and tile, at kilometer 36, with a steam engine for filling 2 water tanks, from which trains are supplied. Also, the locomotives are supplied with wood at this place, and there is a switch extending from the main line to the Josefina sugar plantation, 228 meters in length.

The station Lugareno, situated at kilometer 48, comprises buildings of lumber and tile, with apartments for offices, passengers, freight, and for station employees. It occupies an area of 419 square meters 68 square centimeters, and there is a side track 300 meters in length connected with the main track at both ends.

The frame building, with tile roof, at the water station of San Antonio, was destroyed during the war, and there now exists only a well with pump for supplying the trains with water. It was formerly a stopping place, and the grounds comprise an area of 134,202 square meters.

There is a switch of 300 meters in length, at kilometer 4, for the convenience of passengers and freight at the camp of the American army, and another switch at kilometer 8, and still another at kilometer 68—said switches each 300 meters in length.

The station Victoria, located at kilometer 72, plus 276 meters, and extending to kilometer 72.660, is in the city of Nuevitas, and has an area of 68,706 square meters. The building is a frame one, with galvanized iron roof, and contains freight warehouses, ticket office, and rooms for employees. At the same place is a turn table, also cattle pens.

At Nuevitas there is a terminal railway line for hauling freight from Victoria station to the docks of the port of Nuevitas. From Victoria station a branch starts in a southerly direction, and follows the shore of the bay to the warehouse of Messrs. Vicente Rodriguez & Co., covering a distance of 350 meters. From this branch, starting from the opposite side of Santa Isabel street, there extends a switch along the entire warehouse of Mr. Barnabe Sanchez, which faces the sea, and covering a distance of 130 meters. From the same branch there extends another line, which follows the warehouses of Mr. Barnabe Sanchez referred to, through Santa Ana street to La Marina street, a distance of 228 meters. This terminal line was authorized by royal order of November 28, 1878.

The fences existing are those inclosing the station grounds.

The telegraph line was constructed in connection with the government, sharing equally the cost. It consists of two wires extending the entire length of the road, the upper wire being for government use and the lower for company use.

Assessed basis for taxation for year ending June 30, 47 per cent of net profits, total..... \$5,663.15
10 per cent and 3 per cent tax on passengers and freight traffic..... 8,021.37
Municipal tax to cities of Nuevitas and Puerto Principe..... 188.13

Amount of tax paid for year ending June 30, 1900..... 13,872.65

Passenger and freight statistics.

Passenger:
Passengers carried..... 31,085
Earnings per passenger..... \$1.26
Trains run..... 754
Cars run..... 7,540

EARNINGS.

Month.	Passenger.	Freight.	Mail.	Miscellaneous.	Total.
July	\$3,282.11	\$14,276.89	.....	\$357.69	\$17,916.69
August	2,825.90	33,493.16	.....	11,174.74	47,493.80
September	2,475.83	20,074.79	.....	140.25	22,690.87
October	2,449.65	14,299.11	\$421.00	1,086.42	18,256.18
November	2,294.96	16,476.73	.....	163.67	18,935.36
December	2,637.70	15,836.19	.....	490.63	18,964.52
January	3,249.51	15,174.61	.....	390.81	18,814.93
February	3,095.05	20,105.01	165.00	3,189.01	26,554.07
March	5,903.29	26,232.05	.....	8,761.32	40,896.66
April	4,466.79	21,273.23	165.00	134.18	26,039.20
May	3,235.44	18,942.86	.....	220.88	17,399.18
June	3,508.42	12,748.65	.....	2,223.89	18,480.96
Total	39,424.65	223,933.28	751.00	28,333.49	292,442.42

OPERATING EXPENSES.

July	\$9,774.39	February	\$13,603.45
August	43,124.43	March	16,162.38
September	9,678.53	April	19,569.16
October	12,001.71	May	11,879.38
November	13,990.48	June	11,306.27
December	15,095.74		
January	14,985.41	Total	191,120.33

Revenue and expenditures.

Revenue:	
Earnings.....	\$292,442.42
Expenditures:	
Operating expenses.....	191,120.33
Dividends.....	124,312.88

General balance sheet at closing of accounts, June 30, 1900.

Liabilities:	
Capital stock.....	\$1,000,000
Assets:	
Cost of road and fixtures	1,000,000

This company has not issued any certificates representing the shares of stock, nor coupons into which same are subdivided, nor is it authorized to execute any mortgages on its property. It has no outstanding indebtedness nor loans. It pays its expenses with its receipts. In the fiscal year of July, 1899, to June, 1900, it had a balance of receipts over expenditures of \$124,312.88 Spanish gold, which amount was divided among its stockholders as a dividend. In view of the fact that the government of the island on the 21st of October, 1882, classified this company as a limited partnership concern and not obliged to render annual reports or keep certain detailed accounts, hence no detailed accounts to base report on are in existence, and none have been thought necessary in view of the fact that no bonds have been issued and no debts contracted.

OPERATIONS OF LAND DEPARTMENT—STATISTICAL.

No land was purchased during the fiscal year 1899-1900. In addition to its right of way and station land, previously described, the company possesses at Puerto Principe, at the station, a space for piling up the lumber which comes in from the country for shipment by railroad, the area of same being 10,608 square meters. The company also owns the following lands: Ten caballerias and 50 cordeles of the

property known as El Jucará, in the municipal district of Nuevitas, one side of same extending along kilometers 65 and 66 of the road. A piece of land obtained from William Wilson within the city proper of Nuevitas, extending along the railroad and containing 873 square meters. The cattle ranch known as Santa Virginia, having 5 caballerías and 222½ cordeles of land, bounded by the railroad. The old station of Villanueva, with a caballería of land on the bay of Mayanabo, adjacent to Nuevitas, and also bounded by the railroad on one side.

Characteristics of road.

[Total kilometers operated.]

Track, length of main line from Puerto Principe to Nuevitas..... 73

RENEWALS OF RAILS AND CROSS-TIES.

New steel rails laid during year.....	tons..	125
Total cost of same		\$7,425
New cross-ties laid during year.....		5,417
Kind.....	figle hardwood.	
Total cost of same		\$8,125
Track ballast:		
Gravel.....	kilometer..	65
Earth.....	do.....	8
Total.....		73
Rails in track, American steel, maximum weight per yard.....	pounds..	56
Grades:		
Maximum	per cent..	0.75
Where.....	kilometer..	5 to 5.400
Minimum	per cent..	0.082
Where.....	kilometer..	12 to 12.800
Longest grade.....	kilometer..	25
Where.....	kilometer..	84 to 59
Alignment:		
Maximum curvature	meters..	6,586
Where	kilometer..	24
Longest tangent.....	kilometer..	25.750
Where	kilometer..	89.600 to 66.350
Total curved line.....	kilometer..	4.684
Total straight line	kilometer..	68.316

Miscellaneous characteristics.

Culverts, open	number..	59
Gauge of track.....	feet..	5
Telegraph owned by the company:		
Line	kilometers..	72
Wire.....	do.....	72
Kilometers of wire operated by:		
Company		73
Signal corps.....		73
Average number of poles per kilometer		20
Stations used solely by this company.....		5
Passenger buildings		5
Freight depots and warehouses.....		5
Combination (freight and passenger) buildings.....		5
Water stations.....		3
Fuel station		1
Engine houses.....		2
Turntables, cast iron		2
Machine shops.....		1
Car shops		1
Section or tool houses.....		2

Description of rolling stock owned at close of year.

LOCOMOTIVES.

	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest tender without fuel or water.	Number of wheels under heaviest tender.	Capacity of heaviest tender.		Length of locomotive and tender, coupling to coupling.
					Water.	Fuel.	
Passenger	5	Tons. 60	Tons. 10	8	Gallons. 2,800	Tons. 2½	Fl. 51
Freight.....	5						5
Total	10	60	10	8	2,800	2½	51

Locomotives with Eames air brake:

Passenger.....	5
Freight.....	5

CARS.

Passenger department:

First-class.....	3
Weight of heaviest car.....	pounds.. 15,000
Number of wheels under heaviest car.....	8
Length of heaviest car from coupling to coupling.....	feet.. 33 1/2
Number of cars fitted with Eames patent train brake.....	3
Second-class, fitted with Eames patent train brake.....	2
Third-class, fitted with Eames patent train brake.....	6

Freight department:

Box.....	71
Stock.....	24
Combination.....	42
Total.....	137

Road and miscellaneous:

Derrick.....	1
Hand.....	23
Total.....	24

Fuel consumed by locomotives: Wood, 3,418 cords. Average cost per cord, \$2.48.
Accidents: None.

CARDENAS AND JUCARO RAILROAD, YEAR ENDING JUNE 30, 1900.

TRANSLATION OF ESSENTIAL PORTIONS OF THE REPORT OF THE DIRECTORS OF THE CARDENAS AND JUCARO RAILROAD COMPANY TO ITS STOCKHOLDERS, DATED SEPTEMBER 1, 1900, SHOWING REPORT FOR YEAR ENDING JUNE 30, 1900.

In regard to the work done during the fiscal year it will be noticed that, notwithstanding the small crop obtained, the proceeds have perceptibly increased, which shows on the one hand that the country advances toward its reconstruction, and, on the other, that the company is regaining its usual prosperity and importance. The proceeds corresponding to the fiscal year 1899 to 1900 amounted to \$882,686.27, showing an increase over those of the previous year of \$73,419.02. Freight on products suffered a reduction of \$7,432.12 compared with that of the previous year. Freight on miscellaneous articles have increased \$56,216.57. The transportation of passengers increased \$321.52. The reduction mentioned in the transportation of products of \$7,432.12, compared with that of the previous fiscal year, is due to the absolute lack of rain during the months in which the cane grows most, but, thanks to the great zone of cultivation, the company did not suffer a great reduction in such transportation. The increase mentioned shows that in the difficulties against which it has struggled its efforts have been aided by the confidence derived from the new condition of things to reestablish the industrial growth, that every moment takes greater strength, and for the next year a crop larger by 70 per cent is expected. Accompanying this report appears a table of comparison of the various receipts during the last four years:

Years.	Passenger proceeds.	Miscellaneous proceeds.	Products of country.			Sugar cane.		Total products.
			Sacks of sugar.	Hogsheads of sirup.	Products of both.	Arrobas (25 pounds).	Proceeds.	
1896-1897...	\$164,091.58	\$227,788.72	294,524	16,708	\$177,180.61	16,291,100	\$34,398.16	\$608,409.07
1897-1898...	187,874.96	238,537.92	475,407	24,147	279,907.59	30,053,418	63,926.50	770,246.98
1898-1899...	218,115.61	260,349.35	455,689	21,916	273,664.33	30,404,583	57,137.96	809,267.25
1899-1900...	242,428.64	316,565.92	438,730	27,475	266,232.21	27,039,623	57,459.48	882,686.27

The expenses amount to \$611,194.59, having increased \$35,747.54. We must repeat now what was said last year regarding the original cause of the increase in expenses, due to the absolute necessity of repairing the line, equipment, and other property of the company, on which we are still working continually with the same enthusiasm that is being generally observed in the reconstruction of the country. Due to the great economies established during the period of the war, the repairing of the road and the rolling material was then so superficial or deficient that to leave both in good condition it has been necessary to increase expenses for new materials and to increase the number of those employed. Also contributing in making that

amount greater was the increase of salaries ordered by the board of directors to the personnel of the company from the 1st of January last, due to the prosperous conditions existing, and not forgetting the personnel increasing by 33 per cent what it had previously been obliged to reduce on account of the bad condition of the country during the war.

In the following table appears the comparison of expenses classified for service during the last two years:

Years.	Executive.	Operation.	Track.	Develop- ment.	Equipment and mate- rial.	Rebates and general expenses.	Total.
1898-1899.....	\$22,431.05	\$31,662.46½	\$156,310.46½	\$106,054.86½	\$288,304.66½	\$28,316.45	\$675,447.04½
1899-1900.....	14,496.18	35,239.21	162,289.92	111,889.91	314,448.24½	27,167.87½	611,194.59
Decrease ..	7,935.87	.....	.....	.....	.....	1,148.57½	.....
Increase ..	.....	3,576.74½	5,979.46½	6,835.04½	28,143.57½	.....	35,747.54½

As will be seen from the comparison of expenses, there could not have been less, taking into consideration the reasons mentioned not making it possible to establish greater economy, in view of the large increase of work, especially in the repairing of the road and construction of necessary buildings, bridges, etc.

Track service.—The work of repairing the road during the year has been done with great steadiness, yet it is not in the same condition as before the war, owing to the great scarcity of laborers. It has not been possible to complete all repairs, but it will be observed that every possible effort has been made to put them in fair condition. The iron rails of kilometers 47, 48, and 49 of the Macagua branch have been changed to steel. Aside from the ordinary repairing gangs, others were employed in repairing places which demanded same. During the year 57,346 cross-ties of hardwood and 926 steel rails were placed in road.

Extraordinary works.—A branch road was constructed on the city road of Pizarro, of 660 meters long, for the Cardenas aqueduct, and another small one for the electric plant at Colon, of 90 meters long.

Telegraphic service.—This service was done without any drawback whatever, being in good condition, and the repairs made leave it in the most perfect condition. Used on this account were 426 new posts, 405 insulators, 652 hooks, and 10,765 pounds of galvanized wire of the best quality. The total expense on the road's telegraph system amounts to \$148,124.97, an increase of \$713.41 more than the previous year.

Repair and construction of buildings.—During the present year the following work has been done: Construction of railroad station at Altamisal and repair of those of Perico, Aguada, Micagua, Real Campina, and Cimarrines. Rebuilt the small bridge outside of Macagua, the bridge at Semillero, two small bridges at Recreo, the bridge at Jucara, and the small bridge of kilometer 146.

Train service.—Traction: During the present social year the expenditure of fuel for the locomotives has been less. Last year the expenditure was 20,820 cords of wood, while during this year only 20,102½; therefore a reduction of 717½ in favor of this year, due to the reduced number of trains in service, which can be observed by the distance in kilometers which they ran; for during the previous year they ran 702,582 and this year 631,554, resulting in a difference of 71,028 kilometers less than preceding year. Since the year 1894, when locomotives Nos. 59 and 60 were imported, no others have been received. We have ordered, in anticipation of increased traffic, four more, which will be received next October—three for freight and a switch engine for use at Cardenas. The condition of the 47 locomotives owned by the company is as follows:

Good condition.....	16
Serviceable condition	8
Need repair.....	23
Total	47

In the traction service \$22,668.50½ less than during the previous year was expended.

Machine shop.—The repairing of locomotives continues, but said work can not be advanced as much as desired, owing to the bad condition of the most of them, due to their not being repaired at the proper time and as their condition required it, due to the crisis through which the country was passing on account of the war. In this service \$26,451.68½ more have been expended than in the previous year. Construction has been commenced of the administration office, boiler shop, carpenter shop, and painting house in the machinery shop, the foundations of the proposed buildings

being already finished. In all the foregoing work \$5,266.05½ more than last year was expended.

Traffic management.—This service was done with the greatest regularity and without any interruption whatever, obtaining results similar to that of last year in regard to products of the country, for with little difference it is almost the same; but in regard to passengers and merchandise it is different, for the latter increased, as can be seen by the table showing comparisons. The total number of passengers last year was 156,486, and during the present year 210,193, being an increase of 53,707 for this year. During the year no accident worth mentioning occurred. What was expended in this service amounted to \$6,835.04½ more than last year.

Work at the car shop.—At the car shop the work of repairing cars, etc., has been done with the steadiness that the growing necessities of the service required. For same the following lumber has been consumed: 224,501 feet of candlewood, 34,075 feet of white pine, and 75,342 feet of hard wood of this country, aside from 4,028 cross timbers which were used for the same. Together with the number of feet of hard wood of this country are included the ones used in repairing the bridges and small bridges. At this shop there was expended during the year \$22,360.40 more than during the previous year. The total amount of expenses of traction and rolling-material service amounts to \$26,143.57½ more than last year. The rolling material existing to-day is the one that appears in the following table:

Passenger service:		Freight service—continued.	
Coaches—		"Cajon" cars	1
First	18	Wood cars	27
Second	7	Dump cars	14
Third	11	Track service:	
Baggage	8	Wrecking cars	2
Combination	8	Crane cars	3
Freight service:		Dwelling cars	8
Large cars—		Repair cars	42
Box cars	317	Inspection cars	4
Flat cars	712	Velocipedes	9
Cattle cars	21		

The table regarding the rolling material appearing in the report of the previous year showed a stock of 320 covered cars, 713 uncovered, 5 box cars and 23 for wood; that, comparing it with the above table, it will be observed that 3 covered ones are wanting, 1 uncovered and 4 box ones, on account of having had to drop them for their unfit condition for the service. Of the uncovered 7 were destroyed, but as 6 new ones have been made, the difference is but 1, as previously mentioned. The increase in the stock of those applied for wood service is due to the 4 new ones made.

From the accountant's report of the forty-third social year, and from the accounts accompanying it, it appears that the proceeds of that year amounted to \$563,784.40 Spanish gold, \$53,187.77 in silver, and \$17,198.13 in American gold for passengers; that, with \$12,499.92 Spanish gold paid by the United Railroads of Habana for the annuity which they pay as per agreement for ten years, makes a total of \$723,300.84 Spanish gold, \$134,625.05 in silver, and \$41,222.32 American gold. The expenses amounted to \$485,282.82 gold, \$139,656.46 silver, and \$6,917.05 American gold. Deducting this from the proceeds, remains in favor of the Company \$238,018.02 Spanish gold and \$34,305.27 American gold, and against the company \$5,031.41 in silver. Deducting of these amounts in gold \$297.52 and \$42.88, for one-eighth per cent for the reserve fund, provided by the statutes, there remains a balance of \$237,720.50 and \$34,262.39, respectively.

On June 30, 1899, the profit for distribution, according to the balance which was accompanied to the report of that year, were \$238,260.20 Spanish gold, \$15,393.35 silver, and \$146.05 American gold. By the additions of this year the same has \$495,034.86 in Spanish gold, \$10,300.71 Spanish silver, and \$17,142.17 American gold.

Of the \$495,034.86, two dividends of 3 per cent have been made to the shareholders—one in August, 1899, and the other in April of the present year—which amounted to \$478,264.20, and \$11,011.20 was paid for the industrial tax of 4.7 per cent on the net proceeds of the social year ending in June, 1899, leaving a balance of \$16,770.66 Spanish gold, \$10,300.71 in silver, and \$6,130.97 American gold, as can be seen from the balance of accounts.

The proceeds of the year, reduced into Spanish gold, and likewise the expenses and the profits, with the silver inverted at 84.710 per cent of value as an average upon the basis admitted, and the American gold with the 10 per cent premium, gives for the proceeds \$882,686.26, the expenses \$611,194.55, and the profits \$271,491.71 in Spanish gold.

Comparing these results with those of the previous year, which were \$809,728.09, \$575,447.05, and \$234,281.04, it will be seen that in the last social year there has been



CENTRAL AND RAILROAD OF TOLEDO PLANTATION.



SCENE ON RAILROAD BETWEEN DURAN AND MELENA.

an increase in the proceeds of \$72,958.17, of \$35,757.50 in expenses, and of \$37,210.67 in profits.

Statement No. 1 shows from where the proceeds came; No. 2 explains the expenses; No. 3 is the one which compares the movement of freights and passengers; No. 4 is the balance sheet, which shows the condition of the company on June 30; and No. 5 shows a detailed statement of the entries and expenditures of funds during the social year, with the cash on hand at its end. The expenses amounted to 69.24 per cent of the receipts, products being 11.07 per cent of the capital, and the profits 3.40 per cent of same.

Comparisons between the annual years terminating on June 30, 1899 and 1900.

FREIGHT.

	Transportation of sugar.				Transportation of cane, gold.
	Hogsheads of sugar.	Hogsheads of sirup.	Receipts.		
			Gold.	Silver.	
In 1899	455, 715	21, 916	\$273, 490. 32	\$231. 89	\$57, 137. 96
In 1900	438, 730	27, 475	274, 363. 66	357. 43	57, 459. 48
Increase in 1899	16, 985				
Increase in 1900		5, 559	873. 34	125. 96	321. 52

	Miscellaneous transportation receipts.			
	Gold.	Silver.	Cuban paper money.	American money.
In 1899	\$104, 457. 78	\$69, 861. 70	\$3, 990. 02	\$4. 90
In 1900	231, 961. 26	52, 829. 92		17, 198. 13
Increase in 1899		17, 031. 78	3, 990. 02	
Increase in 1900	37, 503. 48			17, 193. 23

	Total receipts from freight transported.			
	Gold.	Silver.	" Billetes."	American money.
In 1899	\$225, 086. 06	\$70, 093. 59	\$3, 990. 02	\$4. 90
In 1900	363, 784. 40	53, 187. 77		17, 198. 13
Increase in 1899		16, 905. 82	3, 990. 02	
Increase in 1900	38, 698. 34			17, 193. 23

PASSENGER TRAFFIC.

	Class of passengers.			Total number of passengers.
	First.	Second.	Third.	
In 1899	9,943	8,847	137,696	156,486
In 1900	13,274	10,026	186,893	210,193
Increase in 1900	3,331	1,179	49,197	53,707

	Receipts from passenger traffic.			
	Gold.	Silver.	"Billetes."	American money.
In 1899	\$162,540.76	\$72,715.74	\$4,545.55	\$141.33
In 1900	147,016.52	81,437.28		24,024.19
Increase in 1899	15,524.24		4,545.55	
Increase in 1900		8,721.54		23,882.86

Comparisons between the annual years terminating on June 30, 1899 and 1900—Continued.

MISCELLANEOUS AND TOTAL RECEIPTS.

	Miscellaneous.	Total receipts from freight and passenger traffic and miscellaneous.			
	Receipts from contract with the United railroads of Habana (gold).	Gold.	Silver.	"Billetes."	American money.
In 1899.....	\$12,499.92	\$700,128.74	\$142,809.33	\$8,585.57	\$146.23
In 1900.....	12,499.92	723,300.84	184,625.05	.....	41,222.32
Increase in 1899 .....	.....	.....	8,184.28	8,585.57	.....
Increase in 1900 .....	.....	23,174.10	.....	.....	41,076.09

Balance sheet of June 30, 1900.

CREDIT.

Properties.		Gold.	Gold.	Silver.	American money.
Railways.....		\$5,462,258.07			
Extension from Sabanilla to Itabo		263,645.62			
Extension from Pijuan to Callimete.....		439,716.36			
Extension from Callimete to Amarillas		62,540.84			
Extension from Amarillas to Aguada de Pasajeros		122,630.04			
Extension from Aguada de Pasajeros to Yaguaramas.		149,865.78			
Via Central—		Gold.			
From Macagua to Santo Domingo.....					
From Santo Domingo to La Esperanza		\$1,088,787.71			
Urban Railway of Cardenas		333,109.09	1,421,896.80		
			71,284.51	\$7,998,827.97	
Cash—	Gold.	Silver.	American money.		
In the hands of administration	\$25,851.05	\$2,574.19	542.31		
In the hands of treasurer ..	2,408.54	193.11	514.62		
In the hands of the secretary	70,551.40	1,800.00	8,567.89		
In the hands of Spanish bank	20,161.35	5,878.69	.....	
In bills of exchange	7,186.56	.....	.....
The Spanish military administration for transportation of troops prior to January, 1899			126,102.90	\$10,445.99	\$9,624.82
The American military administration for transportation furnished.			99,506.20	.....	.....
The treasurer of the Island of Cuba for transportation furnished ..			952.61	.....	1,030.23
			2,269.48	.....	.....
Various debtors to company:		Gold.	American money.		
Connecting railroads.....		\$13,803.06	\$17,888.06		
Due by others		42,985.11	.....	
			56,738.17	.....	17,888.06
Stock on hand, value of material, and goods on hand			37,730.43	.....	.....
			8,817,127.76	10,445.99	28,543.10

Balance sheet of June 30, 1900—Continued.

DEBIT.

	Gold.	Silver.	American money.
Capital, by 15,815 shares of \$500 each and 868 coupons of various denominations	\$7,971,070.00		
Reserve fund, one-eighth per cent of profits	34,925.61	\$145.28	\$43.06
Current debts:	Gold.		American money.
Dividends due	\$24,512.00		
Miscellaneous	591.22		
Tax on freight and passenger traffic	2,510.19		
Balance due to connecting railroads	10.54		\$200.96
Due to various other parties	22.06		
	27,646.00		200.96
In suspense:			
Profits of 1897 and 1898 brought forward	119,706.42		
Transportation of Spanish soldiers	99,506.20		
Transportation of American soldiers	1,393.62		22,168.11
Transportation furnished on order of treasurer of Cuba	4,924.89		
Bills to be collected	41,184.86		
Earnings for forty-third year just concluded:	Gold.	Silver.	American money.
For freight traffic	\$563,784.40	\$58,187.77	\$17,198.18
For passenger traffic	147,016.52	51,437.28	24,024.19
	710,800.92	134,625.05	41,222.32
Increase by annuity paid by the united railways of Habana	12,499.92		
Expenses	723,300.84	134,625.05	41,222.32
	485,282.82	139,656.46	6,917.06
Increase	238,018.02		34,805.27
Decrease		5,031.41	
Deduction of one-eighth per cent for reserve fund	297.52		42.88
	237,720.50	5,031.41	34,262.39
Increase caused by balance remaining undistributed of year ending June 30, 1899	238,260.20	15,393.35	146.06
	475,980.70	10,361.94	34,408.44
Profit in exchange	19,054.16	61.23	17,266.27
Total	495,034.86	10,300.71	17,142.17
Two dividends of August, 1899, and April, 1900	488,264.20		
4.7 per cent industrial tax on the company's profits for year ending June 30, 1899			11,011.20
		16,770.66	10,300.71
Balance for distribution	8,817,127.76	10,445.99	28,548.10

Receipts and expenditures for the year ending June 30, 1900.

	Gold.	Silver.	American money.
RECEIPTS.			
From earnings from freight and passengers	\$657,312.06	\$134,626.79	\$43,832.54
From sale of materials and effects	19,493.13	18.20	2,364.61
From rent of depot privileges, land leases, etc.	2,728.94	200.35	9.06
From labor performed for plantations	401.20		
From earnings jointly with other railroads	106,221.26		1,610.32
From purchase of American money			8,003.10
From various other sources	61.23		2,513.07
	786,215.82	134,845.34	53,332.70
Balance on hand June 30, 1899	833,038.40	15,538.63	146.23
	1,119,254.22	150,383.97	53,478.93

Receipts and expenditures for the year ending June 30, 1900—Continued.

	Gold.	Silver.	American money.
EXPENDITURES.			
By expenses.....	\$509,378.21	\$139,875.01	\$9,290.72
By freight and passenger charges refunded.....	1,999.02	1.74	2.98
By dividends paid.....	456,564.50		
By balance due other railroads operating jointly.....	888.74		766.77
By 3 and 10 per cent tax on freight and passenger traffic.....	18,753.07		22,782.44
By 4 and 7 per cent tax on profits for the year ending June 30, 1899.....			11,011.20
By gold sold.....	8,808.41		
By various other expenditures.....	2,764.37	61.28	
	998,151.32	139,937.98	43,854.11
Balance on hand June 30, 1900.....	126,102.90	10,445.99	9,624.82

FUEL.

Wood.....	Cords.
Stock on hand July 1, 1899.....	7,587
Bought during the fiscal year.....	17,481½
Total.....	25,068½
Sold to various plantations.....	1,010½
Sold to private parties.....	49
Donated to the Children's Asylum at Cardenas.....	16½
Used by the company during the year.....	20,102½
Stock on hand June 30, 1900.....	3,890
Total.....	25,068½
Coal.....	Tons.
Stock on hand July 1, 1899.....	29,000
Bought during the fiscal year.....	282,080
Total.....	25,068½
Used by the company during the year.....	256,080
Stock on hand June 30, 1900.....	3,890
Total.....	25,068½

TUNAS AND SANCTI SPIRITUS RAILROAD, YEAR ENDING JUNE 30, 1900.**TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.**

Corporate name or title, Ferro-Carril de Tunas a Sancti Spiritus; date of incorporation, private and not corporate property; previous name or names, Sociedad Anonima del Ferro-Carril de Tunas a Sancti Spiritus; date of opening entire main line to public business, in 1865; location of principal business office, where stockholders and directors meet, Obrapia 19, Habana, Cuba; location of offices for transfer of stock, has no stock; location of offices for payment of interest, has no such class of office; location of general business or operating office, Obrapia 19, Habana, Cuba; present number of stockholders, has no stockholders; date of annual meeting for election of directors, has no such meeting; dates of regular meetings of directors, has no such meetings; date of close of company's fiscal year, June 30.

Officers and directors.

Officers¹: Modesto Ulloa, treasurer; Manuel Gutierrez, comptroller; Enrique Navarrete, general manager, Obrapia 19, Habana; Manuel Gutierrez, general traffic manager; Luis Munoz, general passenger agent; Luis Munoz, general freight agent; Rafael de J. Valdes Marti, general solicitor, Cuba No. 14, Habana.

Directors: Has none.

¹ Has no president, vice-president, secretary, or auditor. Private property of Del Valle estate.

Capital stock and funded debt: Has no capital stock; has no funded debt.

Additions and betterments to railway, etc.: No additions of any amount during year. Assessed basis for taxation for year ending June 30, 1900, total, none. This railroad lost money during past year. Amount of tax paid for year ending June 30, 1900, total, none.

Passenger and freight statistics.

Passenger:		
Passengers carried.....	7,344	
Earnings total passenger traffic.....	\$4,784.88	
Freight:		
Freight carried..... tons..	2,324	
Earnings total freight traffic.....	\$26,590.40	
Earnings:		
Passenger.....	\$4,784.88	
Freight.....	26,590.40	
Total.....	31,375.28	
Operating expenses:		
Maintenance of way and structures.....	\$14,241.65	
Maintenance of equipment.....	10,273.43	
Conducting transportation.....	8,365.18	
General expenses and taxes.....	13,891.04	
Total.....	46,771.29	

Revenue and expenditures.

Revenue, earnings.....	\$36,216.23
Expenditures, operating expenses.....	46,771.29

General balance sheet at closing of accounts June 30, 1900.

Liabilities, deficit.....	\$10,555.06
Assets, profit and loss (balance of net loss to date).....	10,555.06
Operations of the land department, financial. Caballerias, owned by company—one-fourth caballeria in addition to the lands occupied for right of way and shops.	

Characteristics of road.

[Kilometers.]

	Owned at close of year.	Total occupied.
Track, length of main line, from Tunas to Sancti Spiritus		39
Rails in track:		
American iron (maximum weight per yard, 56 pounds)	16	16
American steel (maximum weight per yard, 56 pounds)	23	23
Cross-ties:		
Maximum number per kilometer.....		2,000
Kind.....		Hardwood.
Average size.....		9 by 7 by 6
Average price at present date.....		\$1
New cross-ties laid during year.....		3,000
Kind.....		Quebra hacha.
Total cost of same.....		\$3,000
Track ballast, gravel:		
Owned at close of year.....		39
Total operated.....		39
Grades, total operated:		
Maximum, Zaza to Guasimal..... per cent..		1.50
Minimum, Ojo de Agua to Zaza..... do.....		1.00
Longest grade, Guasimal to Casariego..... kilometers..		8.499
Longest level, Tunas to Ojo de Agua..... do.....		5.000
<i>Miscellaneous characteristics.</i>		
Culverts:		
Open.....		32
Box.....		19
Arch.....		4
Total.....		55
Telegraph owned by company:		
Line..... kilometers..		39
Wire..... do.....		39
Miles of wire operated by company.....		117
Average number of poles per kilometer.....		25
Crossings, railroad, at grade.....		8
Stations used solely by this company.....		6

Combination (freight and passenger) buildings	6
Water stations	3
Gauge of track	4
Turntables	1
Turntables, cast iron	1
Machine shops	1
Car shops	1
Bridges:	
Iron girders	5
Total number of span or arches at close of year	3
Longest span or arch at close of year	66
Wood trestle	2
Total bridges	7

Description of rolling stock owned.

Passenger locomotives:	
Total number at close of year	4
Weight of heaviest locomotive with fuel and water aboard	40 tons
Weight of heaviest tender without fuel or water	5 do
Number of wheels under heaviest tender	8
Capacity of heaviest tender:	
Water	1,585 gallons
Fuel	1½ cords
Length of locomotive and tender, coupling to coupling	48 feet

TOTAL NUMBER OF CARS AT CLOSE OF YEAR.

Passenger department:	
First-class	2
Weight of heaviest car	10,000 kilograms
Number of wheels under heaviest car	8
Length of heaviest car, from coupling to coupling	48 feet
Third-class	3
Baggage	1
Total	6
Freight department:	
Box	9
Stock	12
Combination	4
Refrigerator	4
Total	29
Road and miscellaneous:	
Hand	6
Push	1
Total	7

Fuel consumed by locomotives, 792 cords of wood.

Kind of accidents, derailments, 4; defective bridges, 1.

JUCARO AND SAN FERNANDO MILITARY RAILROAD, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Jucaro and San Fernando Railroad; date of incorporation, no incorporation; with what other companies consolidated and dates of consolidation, no other; location of principal business office, where stockholders and directors meet, headquarters Department of Cuba, Habana, Cuba; location of general business or operating office, Ciego de Avila, Cuba; present number of stockholders, none, being a military railroad; date of close of company's fiscal year, June 30 of each year.

Officers and directors.

Officers: Capt. W. S. Scott, U. S. A., general manager; Capt. W. S. Scott, U. S. A., general traffic manager; Capt. W. S. Scott, U. S. A., general superintendent; Capt. W. S. Scott, U. S. A., chief engineer, Ciego de Avila.

*Passenger and freight statistics during April, May, and June, 1900.*¹

Passenger:	
Passengers carried	1,448
Cars run	879
Total cost per kilometer run of locomotives	\$0.2306
Freight:	
Freight carried	7,908 tons
Total cost per kilometer run of locomotives	\$0.2306

¹No record kept of same prior to April 1, 1900.



SCENE ON MAIN LINE, JUCARO AND SAN FERNANDO MILITARY RAILROAD.



TRAIN ON JUCARO AND SAN FERNANDO MILITARY RAILROAD.



SHOPS OF JUCARO AND SAN FERNANDO MILITARY RAILROAD.

EARNINGS.

Month.	Passenger.	Freight.	Miscellaneous.	Total collected.	Military freight not collected.
July				\$3,725.94	
August				1,776.62	
September	\$169.80	\$1,084.36	\$249.20	1,453.36	\$649.12
October	199.45	828.60	223.29	1,251.24	854.06
November	186.55	1,171.04	881.19	1,636.78	935.35
December	159.20	978.06	272.85	1,405.11	1,074.68
January	195.96	1,086.74	298.80	4,581.39	1,580.62
February	369.45	1,475.17	253.85	2,098.47	1,035.25
March	195.95	1,846.75	841.90	2,394.60	695.18
April	274.05	1,549.58	518.80	2,341.88	1,731.13
May	476.25	1,904.14	582.70	2,963.09	798.70
June	254.65	1,081.80	243.21	1,529.16	606.32
Total	2,481.80	12,900.49	3,265.29	24,149.64	9,360.41

OPERATING EXPENSES.

Month.	Maintenance of way and structure.	Maintenance of equipment.	Conducting transportation.	General expenses and taxes.	Total.
July					\$3,291.02
August					2,896.82
September	\$930.76	\$733.33	\$1,023.47	\$200.32	2,919.56
October	291.00	746.74	727.69	205.45	1,970.88
November	2,424.15	1,806.80	667.68	207.10	5,105.23
December	468.22	431.16	861.96	352.77	2,114.11
January	244.60	461.99	686.90	278.04	1,670.53
February	283.80	462.26	766.84	230.32	1,743.22
March	248.00	392.67	1,255.66	206.00	2,102.33
April	290.83	247.01	614.16	401.69	1,553.69
May	591.08	251.16	908.26	110.62	1,861.12
June	665.64	2,288.53	738.18	113.60	3,808.95
Total	6,438.08	7,820.25	8,250.80	2,305.91	31,034.56

Cost of railroad to Spanish Government, \$1,152,800 in gold.

Characteristics of road.

[Total kilometers operated.]

Track:	
Length of main line from Jucaro to San Fernando	67.000
Length of sidings on main line	5.000
Total length of track	72.000
Rails in track:	
American steel—	
Maximum weight per yard, 70 pounds	41.000
Minimum weight per yard, 66 pounds	81.000
Total kilometers of steel rail	72.000
Cross-ties:	
Maximum number per kilometer	1,640
Minimum number per kilometer	1,640
Average number per kilometer	1,640
Kind	Hardwood
Average size	Standard
Average price at present date	each \$0.75
Fencing, barbed wire	kilometers.. 40
Renewals of rails and cross-ties:	
New cross-ties laid during year	3,964
Kind	Hardwood
Total cost of same	\$2,828.00
Track ballast:	
Gravel	kilometers.. 72

Miscellaneous characteristics.

Culverts:	
Open	7
Box	7
Total	7
Gauge of track	feet..... 4
	inches.. 8½

Telegraph owned by company:

Line.....	kilometers..	67
Wire.....	do....	134
Wire operated by—		
Company.....	do....	67
Signal corps.....	do....	61
Average number of poles per kilometer.....		4
Size of wire.....	Nos. 9 and 14	14
Fencing.....	kilometers..	40
Crossings:		
Railroad, at grade.....		9
Highway, at grade.....		4
Stations used solely by this company.....		4
Passenger buildings.....		4
Freight depots and warehouses.....		4
Combination (freight and passenger) buildings.....		8
Water stations.....		3
Engine houses.....		1
Machine shops.....		1
Car shops.....		1
Sections or tool houses.....		2

Description of rolling stock owned.

Freight locomotives:		
Total number at close of year.....	tons..	3
Weight of heaviest with fuel and water aboard.....	do....	65
Weight of heaviest tender without fuel or water.....	do....	15
Number of wheels under heaviest tender.....		8
Capacity of heaviest tender—		
Water.....	gallons..	1,200
Fuel.....	tons or cords..	7
Length of locomotive and tender, coupling to coupling.....	feet..	57

Cars.	Total number at close of year.	Number of wheels under heaviest car.	Length of heaviest car from coupling to coupling.
Passenger department:			<i>Feet.</i>
First-class.....	2	8	39
Second-class.....	1	8	38
Third-class.....	4	8	49
Officers'.....	1	8	25
Total.....	8		
Freight department:			
Box.....	14	8	14
Stock.....	1	8	1
Flat.....	15	8	15
Total.....	30		
Road and miscellaneous:			
Hand.....	6	4	8
Push.....	3	4	9
Total.....	9		

Number of cars fitted with hand train brake.

Passenger department:	
First-class.....	2
Second-class.....	1
Third-class.....	4
Officers'.....	1
Freight department:	
Box.....	14
Stock.....	1
Flat.....	15
Road and miscellaneous:	
Hand.....	8
Push.....	9

JUCARO AND SAN FERNANDO RAILROAD,
SUPERINTENDENT'S OFFICE,
Ciego de Avila, January 29, 1901.

SIR: I have the honor to inclose a statement of the receipts and operating expenses* of the Jucaro and San Fernando Railroad from September 1, 1899, to June 30, 1900. It is impossible to furnish a complete statement of the receipts and expenditures

*The statement referred to was not found in original report. For statement of earnings and operating expenses see page 63.

from June 30, 1899, to June 30, 1900, as the records of my predecessor are not in my possession and are not obtainable. You will notice that certain expenditures were made for the months of March, April, May, June, July, and August, 1899. These expenditures were for material purchased and expended during those respective months and paid for during the month of September or after, thus making them expenditures for the month of September or thereafter. I am sorry that I am not able to furnish you with the statement you desire, but, as before stated, it is not within my power to do so.

Very respectfully,

W. S. Scott,
Captain and Assistant Quartermaster, U. S. V.,
In Charge of the J. and S. F. R. R.

Mr. WILLIAM H. CARLSON,
Headquarters Department of Cuba, Habana.

TRISCORNIA MILITARY RAILROAD, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Triscornia Military Railroad; date of incorporation, not incorporated—military railroad; previous name or names, none; date of opening entire main-line to public business, December, 1899; with what other companies consolidated, and date of consolidation, none; location of principal business office, where stockholders and directors meet, office chief quartermaster, Department of Cuba, Habana, Cuba; location of general business or operating office, Triscornia, Cuba.

Officers and directors.

Officers: Maj. Chauncey B. Baker, U. S. A., general manager, Habana, Cuba; B. F. Dickson, general superintendent, Triscornia, Cuba.

Passenger and freight statistics.

Freight carried.....	tons..	12,709
Total cost per day's run of locomotives.....		\$29.20

Characteristics of road.

Track, length of main line:		
From Triscornia to Triscornia Junction.....		5.92
Length of sidings on main line.....		1.57
Total length of track		7.49
Rails in track, American steel, maximum weight per yard.....	pounds..	70
Cross-ties:		
Maximum number	per kilo..	1,640
Minimum number.....	do..	1,640
Average number	do..	1,640
Kind	Yellow American pine	
Average size	7 by 9 inches by 9 feet	
Fencing, barbed wire.....	..kilo..	20
Grades:		
Maximum (1.4-mile post)	per cent..	1
Minimum (2.3-mile post).....	do..	1
Longest grade (5.5-mile post)	kilometer..	$\frac{1}{2}$
Longest level (3.9-mile post)	do..	1
Total grades.....	do..	9
Total level	do..	4
Alignment:		
Maximum curvature (4.6-mile post)	degrees..	10
Longest tangent (5.9-mile post)	kilometer..	$\frac{1}{2}$
Total curved line.....	do..	4
Total straight line.....	do..	9

Miscellaneous characteristics.

Culverts, box		13
Gauge of track	feet.....	4
Fencing.....	inches..	8 $\frac{1}{2}$
Fencing.....	kilometers..	20
Crossings:		
Railroad, at grade		25
Highway at grade.....		2

Stations used:	
Jointly with other companies	1
Solely by this company	1
Freight depots and warehouses	7
Water stations	2
Fuel stations	1
Engine stations	1
Stalls in engine houses	2
Sections or tool houses	3
Machine shops	1
Wharves	2

Description of rolling stock owned.

Locomotives, freight:	
Total at close of year	2
Weight of heaviest locomotive with fuel and water aboard	tons.. 100
Weight of heaviest tender without fuel or water	do.... 13
Number of wheels under heaviest tender	8
Capacity of heaviest tender, water	gallons.. 3,500
Capacity of heaviest tender, fuel	tons.. 2
Length of locomotive and tender, coupling to coupling	feet.. 55
Cars:	
Freight department, flat—	
Total at close of year	20
Weight of heaviest car	pounds.. 10,902
Number of wheels under heaviest car	8
Length of heaviest car, from coupling to coupling	feet.. 35
Number of cars fitted with train brake	20
Road and miscellaneous, total at close of year—	
Hand	1
Push	4
Total	5
Coal, tons of 2,240 pounds	360
Average cost per ton	\$6.00
Accidents to employees, trespassing: Killed, 1; wounded, none.	
Derailment, 1.	

TRINIDAD RAILROAD, YEAR ENDING JUNE 30, 1900.

CHIEF ENGINEER, DEPARTMENT OF PUBLIC WORKS,
Santa Clara, February 7, 1901.

DEAR SIR: In answer to a letter from you dated January 21, 1901, to Mr. Lombillo Clark, chief engineer, province of Matanzas, asking for data in regard to the Trinidad Railroad, and which has been forwarded to me, I beg to state that the said railroad was transferred to this department by the mayor of Trinidad on the 14th of December, 1900. This railroad starts from the port of Casilda and runs to Trinidad, a distance of about 3½ miles; thence it runs to the town of Condado, about 15 miles from Trinidad. The road from Casilda to Trinidad is laid with steel rails and is in fair condition. From Trinidad to Condado the road is in very bad condition; the rails that exist are of old iron and only fit for scrap, and a great many are missing.

There are several small bridges and culverts which are either entirely gone or in bad repair. Over the River Ay there is a Warren truss bridge with a span of from 50 to 60 feet. The iron part of this bridge is in good condition, and the piers are also in fair condition; but the approaches to this bridge for a distance of from 400 to 500 feet on either side are entirely gone.

In Casilda there are about 25 tons of new steel rails; two old locomotives, with most of the valuable parts gone; also several trucks taken from old cars and converted into small cars for hauling stones, etc. In the old machine shop there are several pieces of machinery that might be fixed up. There are two or three old passenger cars and a platform car in bad condition.

In fact, what little there is now is old and in bad repair. It would never pay in the present condition to go to the expense of reconstructing this line, as there would not be enough traffic over it to warrant any expenditure whatever. Of course this railroad is not in use.

If you wish any special information and I can furnish it, will do so with pleasure.

Yours, very truly,

JUAN G. PROLL.

MR. WILLIAM H. CARLSON,
Special Commissioner of Railroads in Cuba, Habana.

SAN CAYETANO AND VINALES RAILROAD, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Ferrocarril de San Cayetano á Vinales; location of principal business office, where stockholders and directors meet, 1 Monte street, Habana, Cuba; location of offices for transfer of stock, 1 Monte street, Habana, Cuba; location of offices for payment of interest, 1 Monte street, Habana, Cuba; location of general business or operating office, 1 Monte street, Habana, Cuba.

Officers and directors.

Officers: Don Emeterio Zorrilla, president; Don Carlos Fonts, secretary.

Capital stock and funded debt: Capital stock, authorized by law or charter, common, \$350,000; designation of lien, first-mortgage bonds, amount realized thereon, \$250,000.

Passenger and freight statistics: Railroad not operated during past year because of damaged condition, resulting from insurrection, and owing to its bridges having been destroyed by a storm. Earnings, railroad was not operated during past year because of damaged condition, resulting from insurrection, and owing to its bridges having been destroyed by a storm; operating expenses, railroad was not operated during past year because of damaged condition, resulting from insurrection, and owing to its bridges having been damaged by a storm.

Earnings, none; road not operated. Expenditures, none; road not operated.

General balance sheet at closing of accounts June 30, 1900.

Liabilities:	
First mortgage bonds	\$250,000
Accounts payable	100,000
Capital stock	350,000
Total stock and debt	700,000
Assets, cost of road and fixtures	700,000

Characteristics of road.

Track, length of main line from San Cayetano to Vinales	kilometers..	24,000
Rails in track, American steel, maximum weight per yard	pounds..	80
Gauge of track	feet.....	2
	inches..	6

Description of rolling stock owned: Locomotives and cars are in bad condition because of damages resulting from insurrection, lack of operation and effect of weather.

HABANA ELECTRIC RAILWAY COMPANY, YEAR ENDING JUNE 30, 1900.

Officers and directors, with addresses: Edwin Hanson, president, Montreal, Canada; William L. Bull, vice-president, 38 Broad street, New York City; A. Marcus, secretary and treasurer, 52 Broadway, New York City; G. F. Greenwood, general manager and chief engineer; A. W. K. Billings, general superintendent; Carlos Fonts y Sterling, legal secretary, Habana, Cuba.

Directors: J. M. Andrini, 50 Wall street, New York City; William M. Doull, Montreal, Canada; Thomas P. Fowler, 56 Beaver street, New York City; Narciso Gelats, Habana, Cuba; G. B. M. Harvey, 325 Pearl street, New York City; W. MacKenzie, Toronto, Canada; Frederick Nicholls, Toronto, Canada; H. C. Perkins, 38 Broad street, New York City; Thomas F. Ryan, 100 Broadway, New York City; R. A. C. Smith, 100 Broadway, New York City; P. A. B. Widener, Philadelphia, Pa.; W. C. Van Horne, Montreal, Canada; Edwin Hanson, Montreal, Canada; W. L. Bull, 38 Broad street, New York City; A. Marcus, 52 Broadway, New York City.

Capital stock and bonded indebtedness.

Common stock (50,000 shares)	\$5,000,000
Preferred stock (50,000 shares)	5,000,000
Funded debt	4,000,000

Length of railroad.

Single track:	
Length of existing lines before reconstruction, April 1, 1900	lineal feet.. 107,036
Existing lines in original condition, June 30, 1900	do..... 95,382
New construction already completed, June 30, 1900	do..... 11,654

Gauge of track, standard gauge, 4 feet 8½ inches.

Average weight of rail: Old rail was of many sections, tram rail laid in stringers, and wrought iron and steel T rail. New 7-inch girder rail weighs 90 pounds per yard, with steel ties spaced every 10 feet, the roadbed being of concrete, 7½ feet thick, with vitrified brick and asphalt-block paving.

Number of steam motors, 6, Baldwin "dummy" locomotives; number of horses and mules—687 horses, 182 mules; number of cars, 56 horse cars, 5 flat cars, 10 steam cars; number of men employed in operation, 238; number of men employed in construction, 399.

NOTE.—On June 30, 1900, this company was in the midst of a strike lasting one month. The number employed on construction has reached 2,700 at times.

Cost of railroad on June 30, 1900, \$1,724,136.04; approximate cost of railroad when completed—total cost of reconstruction—will be about \$3,000,000; number of miles of railroad when completed, 36.2 miles, single track; number of cars—there will be 110 motor cars, with 2 25-horsepower motors on each car, besides 12 coal cars and others not yet constructed; approximate cost of power house when completed, \$480,000.

CUBAN ELECTRIC RAILWAY COMPANY, YEAR ENDING JUNE 30, 1900.

Date of incorporation, December 20, 1898; capital stock, \$1,000,000; bonded indebtedness—no bonded indebtedness on June 30, 1900.

Names of officers: Andrew F. Gault, of Montreal, president; Frank Paul, of Montreal, vice-president; W. M. Doull, of Montreal, treasurer and secretary.

Names of directors: Edwin Hanson, Montreal; B. F. Pearson, Halifax; R. D. Matthews, Toronto; George B. M. Harvey, New York; P. Farquhar, New York; F. S. Pearson, New York.

Local officers, Habana: A. C. Goudie, general manager; T. de Zaldo, legal adviser; G. F. Greenwood, chief engineer.

Approximate cost of railroad and ferry.

Railroad	\$150, 000
Ferry	50, 000
Power house	60, 000
Real estate	35, 000
Total	295, 000

Length of railroad, 4½ kilometers; gauge of track, standard, 4 feet 8½ inches; weight of rail, T rail—interurban—80 pounds, grooved rail—Guanabacoa—90 pounds; number of ferry boats, 2—*Victoria* and *Invincible*; number of cars, motor cars 4, trailers 4, total 8.

Fiscal year's receipts to June 30, 1900, \$64,697.76; fiscal year's expenses to June 30, 1900, \$59,690.09; taxes, fiscal year ending June 30, 1900, \$296.55.

RAILROAD OF THE SPANISH-AMERICAN IRON COMPANY, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Spanish-American Iron Company; date of incorporation, 1889; business of railroad—the railroad of the Spanish-American Iron Company is a private road used exclusively for the carrying of iron ore and the materials and supplies used in its mining operations; location of principal business office, where stockholders and directors meet, 26 Broadway, New York; location of offices for transfer of stock, New York; location of offices for payment of interest, New York; location of general business or operating office, Daiquiri, Santiago de Cuba; date of annual meeting for election of directors, March; date of close of company's fiscal year, December 31.

Officers and directors.

Officers: Charles F. Rand, president, 26 Broadway, New York; ———, vice-president; Wm. E. Tegethoff, secretary, Charles E. Scheide, treasurer, 26 Broadway, New York; B. H. Lyman, comptroller, Jennings S. Cox, jr., general manager, Santiago de Cuba; George W. Pfeiffer, general superintendent, Frank Sloat, chief engineer, Daiquiri, Cuba; Luis de Hechavaria, general solicitor, Santiago de Cuba.

Directors: Charles F. Rand, Charles W. Harkness, James C. Colgate, Fred. C. Gates, Edwin H. Abbot, Charles E. Scheide, Colgate Hoyt, 26 Broadway, New York.

Expenses of operations in 1900.

Month	Repairs.			Train service and supplies.	
	To track.	To bridges and trestle.	To railroad equipment.	Cost of train service.	Railroad supplies and fuel used.
January	\$198.24	\$360.23	\$355.83	\$225.94	\$598.65
February	126.74	87.81	222.96	271.88	674.82
March	189.65	494.72	192.78	259.57	651.91
April	163.99	25.47	277.64	221.81	592.91
May	281.60	.....	659.75	252.20	833.44
June	352.74	977.94	573.61	258.00	570.68
July	473.84	267.56	499.11	338.93	984.96
August	426.59	5.46	914.50	324.86	1,048.28
September	661.73	81.36	629.77	329.27	810.13

Freight statistics in 1900.

	Tons.
January	23,232
February	19,968
March	22,687
April	21,365
May	26,647
June	29,604
July	26,584
August	26,637
September	16,121

Expenses of operations in 1899, June 1 to December 31.

Repairs to track	\$2,785.39
Repairs to bridges and trestle	717.50
Repairs to railroad equipment	1,409.38
Total	4,862.27
Expense of train men	1,732.24
Expense of railroad supplies and fuel	2,683.11
Total	9,277.62

Freight statistics in 1899.

	Tons.
June	19,727
July	24,392
August	14,442
September	18,820
October	10,800
November	23,207
December	23,886

No new equipment purchased during fiscal year ending June 30, 1900. Lands owned by company, 80 caballerias.

Track, length of main line from Daiquiri to the mines.....kilos.. 6,000
 Rails in track, American steel, maximum weight per yard, 60 poundsdo..... 6,000

Cross-ties: Kind, yellow pine; average size, 6 by 8 by 8; average price at present date, 75 cents.

Renewals of rails and cross-ties:
 New cross-ties laid during year..... 1,000
 Total cost of same\$750
 Track ballast, cinder.....kilos.. 6,000
 Grades, maximumper cent.. 2
 Alignment, maximum curvature.....degrees.. 20

Bridges.	Total at close of year.			
	No.	Number of spans or arches.	Longest span or arch.	Aggregate length.
Iron girders.....	8	5	Feet. 20	Feet. 20
Wood trestle.....	8	25	5	5
Total.....	6	.....	.....	.....

Miscellaneous characteristics.

Gauge of track.....	{feet..... 4
Telephone owned by company:	{inches.. 84
Line	kilos.. 38
Wire.....	do.... 38
Wire operated by company	miles.. 38
Average number of poles per kilometer.....	20
Size of wire	10
Fencing	kilos.. 12
Crossings, highway, at grade.....	1
Water stations	1
Fuel stations	1
Engine houses	1
Machine shops.....	1
Car shops	1

RAILROAD OF THE JURAGUA IRON COMPANY, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, the Juragua Iron Company, Limited; date of incorporation, March, 1883; date of opening of railroad to public service, July 17, 1884; location of principal office, Girard Building, Philadelphia, Pa.; location of offices for transfer of stock, Girard Building, Philadelphia, Pa.; location of offices for payment of interest, Girard Building, Philadelphia, Pa.; location of general business or operating office, Juragua, Santiago de Cuba, Cuba.

Officers and directors.

Officers: Luther S. Bent, president, Josiah Monroe, secretary, Philadelphia, Pa.; Robert H. Sayre, vice-president, Bethlehem, Pa.; Josiah Monroe, treasurer, Philadelphia, Pa.; Thomas Redington, general manager, W. C. Portuondo, general superintendent, Santiago de Cuba, Cuba.

Directors: Luther S. Bent, Philadelphia, Pa.; Robert H. Sayre, Robert L. Linderman, Bethlehem, Pa.; Effingham B. Morris, Edgar C. Felton, Philadelphia, Pa.

Freight hauled	tons.. 150,000
Cost of railroad	\$1,100,000

Characteristics of road.

[Kilometers owned at close of year.]

Track, length of main line:	
From La Cruz to N. E. mines	19
Length of sidings on main line.....	9
Total.....	28
Rails in track, American steel:	
Maximum weight per yard	pounds.. 60
Minimum weight per yard	do.... 56
Gauge of track.....	feet.. 3

DESCRIPTION OF ROLLING STOCK OWNED.

Locomotives, freight.....	5
Cars:	
Freight department—	
Box	2
Earth	120
Ore cars (7 tons capacity).....	1,200
Flat.....	12
Road and miscellaneous:	
Derrick	1
Hand	5
Steam, "Sequena" (inspection car).....	1
Total, all kind of cars.....	1,341
Coal consumed.....	tons of 2,240 pounds.. 2,800

RAILROAD OF THE CUBAN STEEL ORE COMPANY, YEAR ENDING JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, The Cuban Steel Ore Company; location of principal business office, where stockholders and directors meet, 1103 Girard Building, Philadelphia, Pa.; location of offices for transfer of stock, 1103 Girard Building, Philadelphia, Pa.; location of offices for payment of interest, 1103 Girard Building, Philadelphia, Pa.; location for general business or operating office, Guama, Santiago de Cuba.

Officers and directors.

Officers: Evans R. Dicks, president, 435 Chestnut street, Philadelphia, Pa.; Luther S. Bent, vice-president, Josiah Monroe, secretary and treasurer, 1103 Girard Building, Philadelphia, Pa.; Pedro Aguilera, general superintendent and chief engineer, Hermann Michaelson, managing director, Santiago de Cuba, Cuba.

General balance sheet at closing of accounts, June 30, 1900.

Assets, cost of road and fixtures \$350,000

Characteristics of road.

	Constructed during year.	At close of year.
Track:	<i>Kilometers.</i>	<i>Kilometers.</i>
Length of main line from Chirivico to Rio Sonador	7.0	7.0
Length of branch line from Boca Caballos to Muelle Chirivico .....	.8	.8
Total length of road	7.8	7.8
Length of sidings on main line .....	.5	.5
Total length of main line and sidings	8.3	8.3

Rails in track, American steel, maximum weight per yard, 80 pounds.

Cross-ties:	
Maximum number per kilometer	1,650
Kind	Native wood
Average size	6 by 9 by 8
Average price at present date	\$1
Renewals of rails and cross-ties:	
New rails laid during year, tons, steel	730
New rails laid during year, tons, iron	45
New cross-ties laid during year, number	14,000
Kind	Native wood
Total cost of same	\$14,000

Track.

Grades:	
Maximum (kilometer No. 5)	per cent.. 175
Minimum (kilometer No. 1)	do.... 0.25
Longest grade (kilometers Nos. 4 and 5)	kilometers.. 1.6
Longest level (kilometers Nos 1, 2, and 3)	do.... 1.7
Total grades	do.... 5.7
Total level	do.... 2.6
Alignment:	
Maximum curvature radius (kilometer No. 1)	meters.. 46
Longest tangent (kilometers Nos. 1 and 2)	do.... 850
Total curved line	kilometers.. 3.5
Total straight line	do.... 4.8

Bridges.	Number at close of year.	Number of spans or arches.	Longest span or arch.	Aggregate length.
			<i>Meters.</i>	<i>Meters.</i>
Iron suspension	2	7	50.6	43.43
Iron truss	1	18	18.2	9.6
Iron girder	2	2	30	22.5
Wood truss	4	64	4	4
Wood girder, on masonry	4	4	4	4
Total	13			

Miscellaneous characteristics.

Culverts, open.....	number..	6
Culverts, arch.....	do.....	1
Culverts, total.....	do.....	7
Gauge of track.....	feet.....	4
Telegraph owned by the company.....	inches..	8½
Telegraph owned by the company.....	kilometers of line..	121
Miles of wire operated by company.....	kilometers of wire..	121
Average number of poles per kilometer.....		22
Size of wire.....	millimeters..	3
Fencing, wire.....		8
Cattle guards.....	number..	1
Crossings at grade.....	do.....	1
Stations used solely by this company.....	do.....	2
Water stations.....		1
Fuel stations.....		1
Engine houses.....		1
Turntables, wooden.....	number..	1
Machine shops.....	do.....	1
Car shops.....	do.....	1

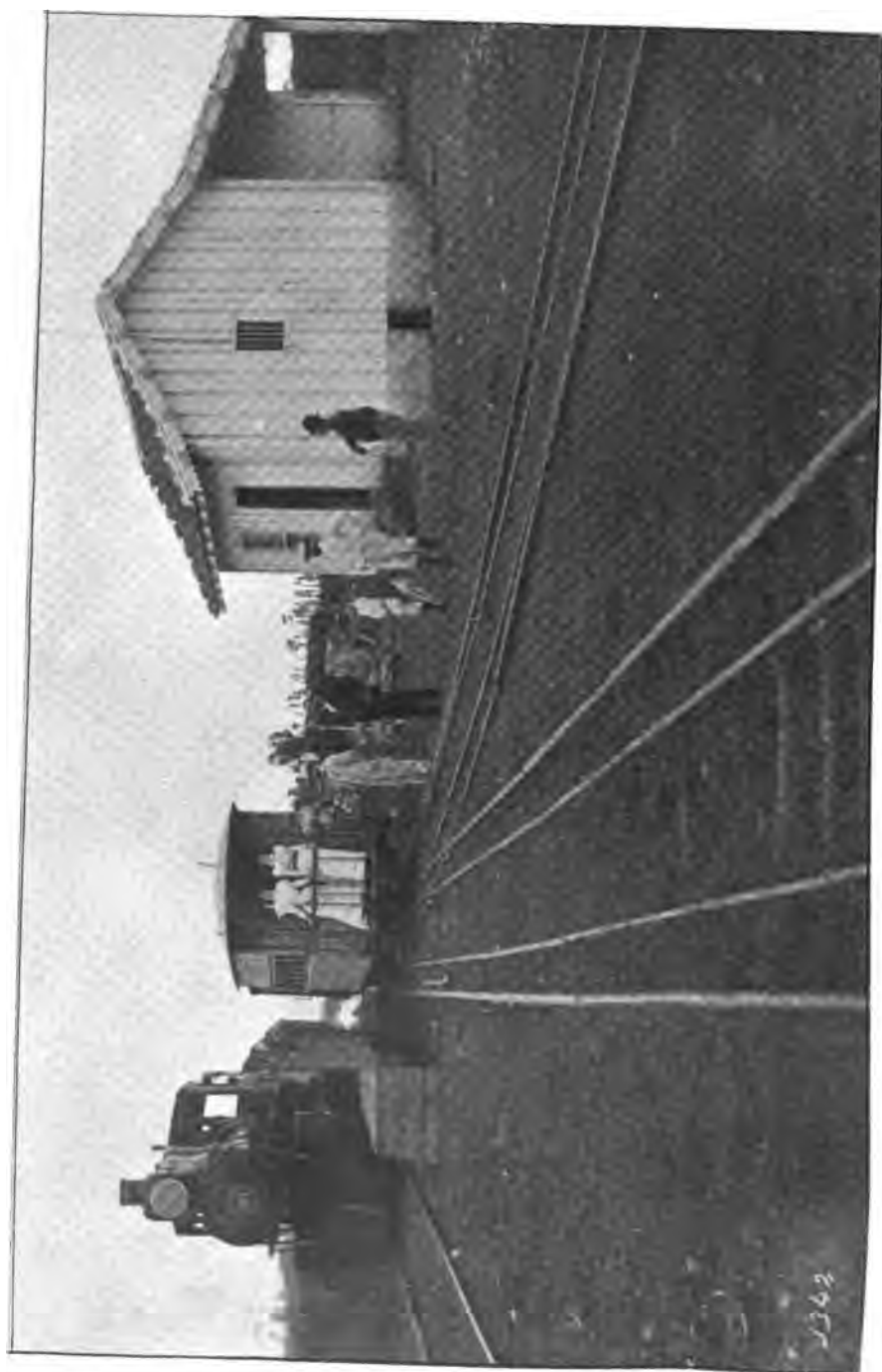
Description of rolling stock owned.

Locomotive, switching:		
Number added during year.....		1
Weight with fuel and water aboard.....	tons..	40
Weight of tender without fuel or water.....	do.....	10
Number of wheels under tender.....		8
Capacity of tender—		
Water.....	gallons..	1,000
Fuel.....	tons or cords..	2
Length of locomotive and tender, coupling to coupling.....	meters..	15
Cars:		
Freight department—		
Number of ore cars added during year.....		100
Number of flat cars added during year.....		2
Total.....		102
Weight of heaviest car—		
Ore.....	pounds..	10,000
Flat.....	do.....	6,000
Number of wheels under heaviest car—		
Ore.....		8
Flat.....		8
Length of heaviest car from coupling to coupling—		
Ore.....	meters..	10
Flat.....	do.....	10
Road and miscellaneous—		
Number of hand cars added during year.....		6
Number of push cars added during year.....		1
Total.....		7
Fuel consumed daily by locomotives:		
Wood.....	cords..	2
Average cost per cord.....		\$3
Accidents.....		None.

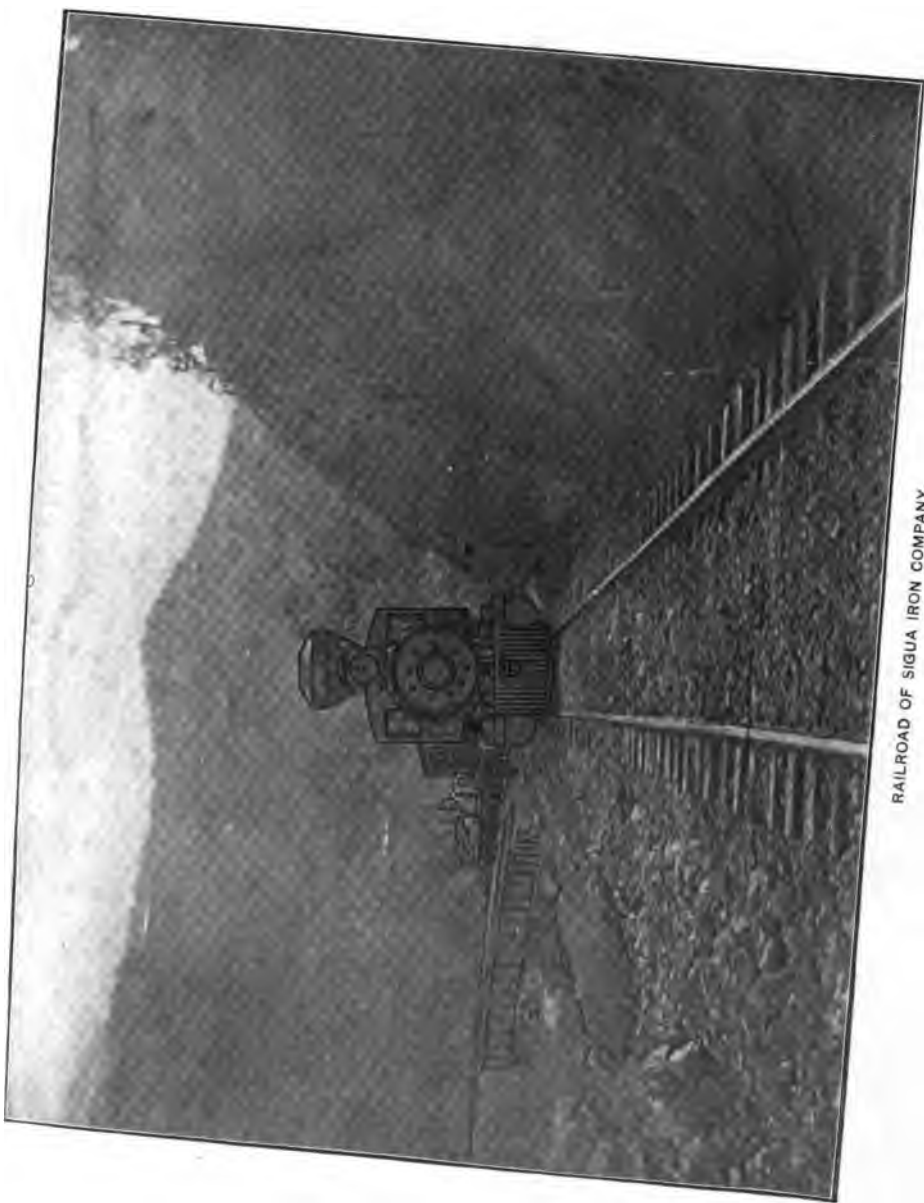
COBRE RAILROAD COMPANY.

Names of officers, Claudio G. Mendoza, president, Habana, Cuba; Jose Maria Velasquez, manager, Santiago de Cuba, Cuba; principal office of company, 23 Amargura street, Habana, Cuba; location of general business or operating office, El Cobre, Santiago Province, Cuba; names of directors, Marques de Esteban, Nicholas de Cardenas, and Jorge de Ajuria; date of incorporation, the concession was granted April 23, 1842, to Mr. Joaquin de Arrieta, and transferred by him to the Cobre Railroad Company January 17, 1845, before the notary, Mr. Jose Leon Godoy; date of opening of railroad, September 5, 1846; date when road ceased operation, during the year 1869; amount of capital stock, \$500,000; number of shares, 5,000; number of shareholders, this can not be determined at present, for many of them are unknown because of the length of time which has elapsed since the road was operated.

Approximate cost of railroad, \$750,000; length of road, 13½ kilometers; gauge of track, 48 inches; average weight of rail per yard, 30 pounds; number of mining claims owned by the company, 12 registros and 2 demasias; number of hectares of mining land owned by the company, about 224.



JUNCTION OF LOTERIA PLANTATION RAILROAD WITH MATANZAS RAILROAD.



RAILROAD OF SIGUA IRON COMPANY.



CENTRAL AND RAILROAD OF ARMONIA PLANTATION.



TRAIN AND TRACK OF NUESTRA SEÑORA DEL CARMEN PLANTATION RAILROAD, AT JUNCTION WITH MATANZAS RAILROAD.



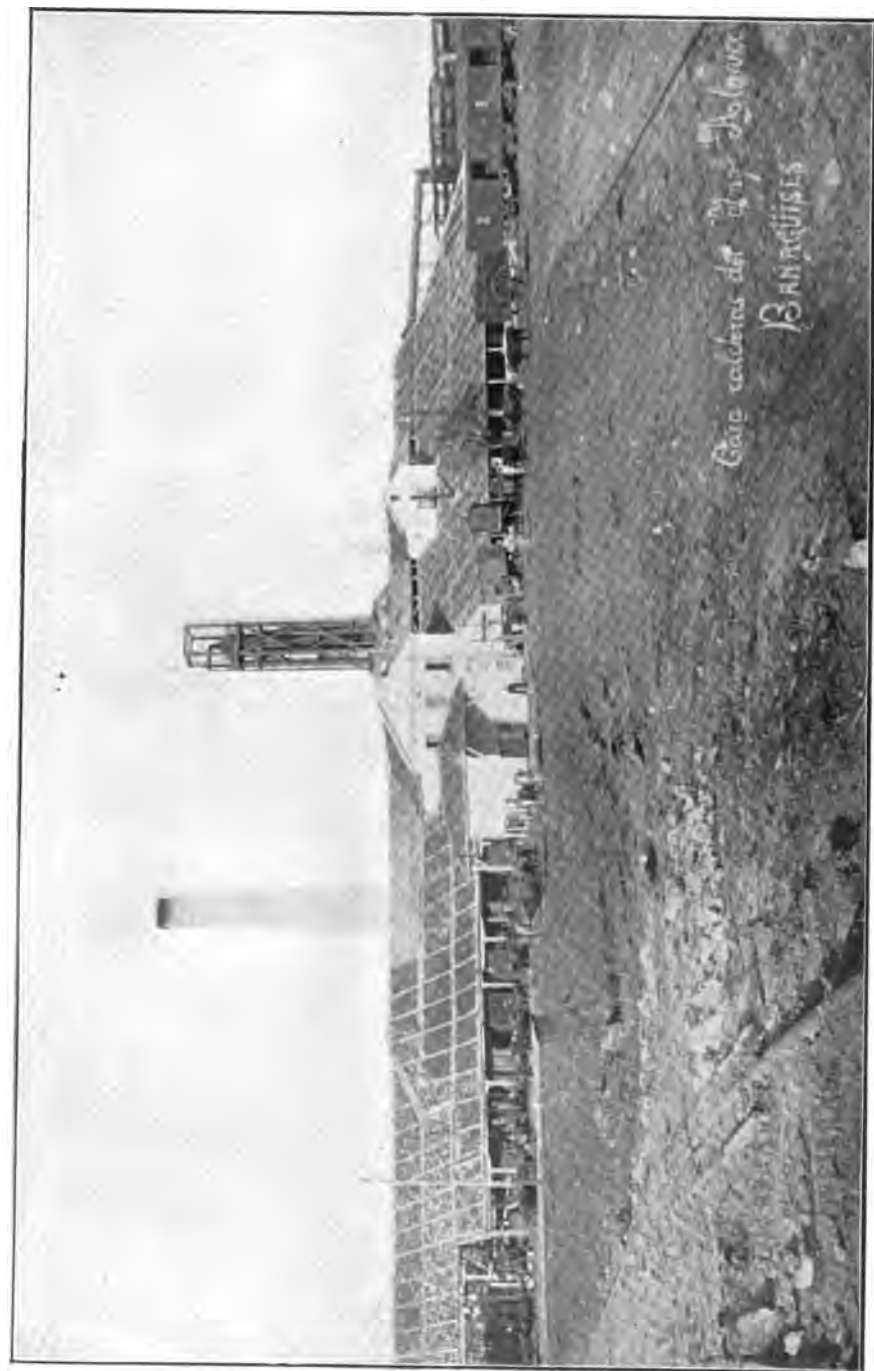
CENTRAL AND RAILROAD OF THE BAINO PLANTATION.



CENTRAL OF MERCEDITA PLANTATION, MELENA, SHOWING "SWITCH ENGINE" OF SUGAR MILL.



CENTRAL AND RAILROAD OF NARCISA PLANTATION.



CENTRAL AND RAILROAD OF ALAVA PLANTATION.

SIGUA IRON COMPANY'S RAILROAD.

Name of manager, Brooks & Co.; post-office address, Santiago, Cuba; length of railroad, 8 miles; gauge of track, 4 feet 8½ inches; number of locomotives, 3; number of cars, 12 flat cars, 30 ore cars; approximate cost of railroad, \$1,500,000.

General data.

Miller A. Smith, esq., formerly chief engineer, reports above data; that work was begun in 1889 and completed in 1892, but that property is not now in operation. Also that in addition to said standard-gauge road there was a short narrow-gauge (3-foot) road at the coast, with 2 locomotives and 20 cars, and an ore dock, with a capacity of 3,800 tons.

The above railroad is in the vicinity of Sigua Bay, on the south coast of Santiago province, and furnished transportation for the Sigua iron mines in the interior.

ARMONIA (BOLONDRON) PLANTATION RAILROAD.

Name of manager, Arechavaleta y Cuadra; post-office address, Bolondron, Cuba; length of railroad, 4 kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, none; number of cars, 14; approximate cost of railroad, not available.

The above plantation railroad is in the vicinity of the Matanzas railway system.

AGUADA PLANTATION RAILROAD.

Name of manager, Gabriel Carol; post-office address, Cardenas, Cuba; length of railroad, 1 kilometer; gauge of track, 4 feet 8½ inches; average weight of rail, 80 pounds per yard; number of locomotives, none, use those of Cardenas and Jucaro Railroad, number of cars, none, use those of Cardenas and Jucaro Railroad; approximate cost of railroad, no data available.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro railway system.

AUSTRALIA PLANTATION RAILROAD.

Name of manager, M. Garcia; post-office address, Jaguey Grande, Cuba; length of railroad, 11 kilometers; average weight of rail, 60 pounds per yard; number of locomotives, 1, number of cars, 50; approximate cost of railroad, \$33,000.

The above plantation railroad is in the vicinity of the Matanzas railway system.

ADELA PLANTATION RAILROAD.

Name of manager, Zozaya & Co.; post-office address, Caibarien, Cuba; length of railroad, main line, 16 kilometers; branches, 5 kilometers; total, 21 kilometers; gauge of track, 3 feet; average weight of rail, 40 pounds per yard; number of locomotives, 3; number of cars, 72; approximate cost of railroad, \$126,000.

General data.

The construction of this road is substantial, the rails being of Krupp steel, with native hardwood ties, and the 3 Baldwin locomotives are in excellent condition.

The above plantation railroad is in the vicinity of the Cuban Central railway system.

AGUEDITA PLANTATION RAILROAD.

Name of manager, Jose Ruis Carmona; post-office address, Macagua, Cuba; length of railroad, $8\frac{1}{2}$ kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; average weight of rail, 40 pounds per yard; number of locomotives, 2; number of cars, 10; approximate cost of railroad, \$90,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro railway system.

AVERHOFF PLANTATION RAILROAD.

Name of manager, Matias M. Averhoff; post-office address, Aguacate, Cuba; length of railroad, $2\frac{1}{4}$ kilometers; gauge of track, 4 feet 8 inches; average weight of rail, 45 pounds per yard; number of locomotives, none, use those of United Railways; number of cars, none, use those of United Railways; approximate cost of railroad, \$21,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

ALTAMIRA PLANTATION RAILROAD.

Name of manager, Edúardo Parmarada; post-office address, Aguacate, Cuba; length of railroad, $2\frac{1}{4}$ kilometers; gauge of track, 2 feet 6 inches; number of locomotives, 1; number of cars, 38; approximate cost of railroad, \$45,000.

The above plantation railroad is in the vicinity of the Cuban Central railway system.

BAGA AND SAN MIGUEL PLANTATION RAILROAD.

Name of manager, Bernabe Sanchez Adan; post-office address, Nuevitas, Cuba; length of railroad, $8\frac{1}{2}$ kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; average weight of rail, 55 pounds per yard; number of locomotives, none, former equipment destroyed during insurrection; number of cars, none, former equipment destroyed during insurrection; approximate cost of railroad, \$142,000.

General data.

This railroad is not in operation, owing to its damaged condition, resulting from the insurrection, its equipment, bridges, and culverts being destroyed. Concession granted June 8, 1859, by Spanish Government gives franchise in perpetuity.

The above plantation railroad is in the vicinity of the Puerto Principe and Nuevitas railway system, but has its own tidewater outlet.

BANES PLANTATION RAILROAD.

Name of manager, H. Dumois; post-office address, division manager United Fruit Company, Banes, Cuba; length of railroad, 29 miles; gauge of track, 3 feet; average weight of rail, 40 pounds per yard; number of locomotives, 7; number of cars, 300, approximate cost of railroad, data not available, as line rebuilt, etc.

General data.

This is a private railroad of the United Fruit Company for their exclusive use, passing through their plantations, hauling cane to their central, "Boston," and also bananas to Banes, the seaport from which shipments are made.

The above plantation railroad is in the vicinity of the proposed Nipe Bay extension of the Cuba Company's Railway system.

CARAHATAS PLANTATION RAILROAD.

Name of manager, Prieto & Co.; post-office address, Carahatas, Cuba; length of railroad, 8 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 20 pounds per yard; number of locomotives, 1; number of cars, 16; approximate cost of railroad, \$40,000.

The above plantation railroad is in the vicinity of the Cuban Central railway system.

CONCHITA PLANTATION RAILROAD.

Name of manager, Concepcion Baro; post-office address, Alacranes, Cuba; length of railroad, 51 kilometers; gauge of track, 2 feet 6 inches; number of locomotives, 2; number of cars, 136; approximate cost of railroad, \$100,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

CARACAS PLANTATION RAILROAD.

Name of manager, Emilio Terry; post-office address, Cruces, Cuba; length of railroad, 98 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 40 pounds per yard; number of locomotives, 16; number of cars, freight 696, baggage 28, passenger 8, total 702; approximate cost of railroad, \$1,000,000.

General data.

Twelve of the locomotives are of Baldwin make.

Seven iron bridges cross following streams: San Ignacio, San Nicolas, Mallorquina, Bequer, Carmen, Reyes, Rio Lajas, and Mesino. In addition to same there are seven wooden and one combination bridge along said railroad. This railroad is well built, in excellent condition, and well managed.

The above plantation railroad is in the vicinity of the Cuban Central Railway System.

CARMEN PLANTATION RAILROAD.

Name of manager, A. H. Moenek; post-office address, Navajas, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$10,000.

The above plantation railroad is in the vicinity of the Matanzas Railway System.

DULCE NOMBRE PLANTATION RAILROAD.

Name of manager, R. Secade; post-office address, Macagua, Cuba; length of railroad, broad gauge, 4½ kilometers; narrow gauge, 4 kilometers; gauge of track, broad gauge, 4 feet 8½ inches; narrow gauge, 2 feet 6 inches; average weight of rail, broad gauge, 35 pounds per yard; narrow gauge, 20 pounds per yard; number of locomotives, broad gauge, 1, narrow gauge, 1; number of cars, broad gauge, none; narrow gauge, 16; approximate cost of railroad, \$21,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway System.

DOS HERMANAS PLANTATION RAILROAD.

Name of manager, Fowler & Co.; post-office address, Cienfuegos, Cuba; length of railroad, 7 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 90 pounds per yard; number of locomotives, none, use those of Cuban Central railways; number of cars, none, use those of Cuban Central railways; approximate cost of railroad, \$100,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway System.

DOLORES PLANTATION RAILROAD.

Name of manager, Gonzalo Perez; post-office address, Jovellanos, Cuba; length of railroad, 3 kilometers; number of locomotives, 1; number of cars, 7; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway System.

ESPANA PLANTATION RAILROAD.

Name of manager, Alfredo Algereguia; post-office address, Altamisa, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches, average weight of rail, 60 pounds per yard; number of locomotives, none, use those of Cardenas and Jucaro Railroad; number of cars, none, use those of Cardenas and Jucaro Railroad; approximate cost of railroad, \$10,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway System.

EL PILAR PLANTATION RAILROAD.

Name of manager, Firmin A. Goicoechea; post-office address, Artemisa, Cuba; length of railroad, 5 kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, 1; number of cars, 6; approximate cost of railroad, \$30,000; average weight of rail, 70 pounds per yard.

The above plantation railroad is in the vicinity of the Western Railway System.

ESPERANZA PLANTATION RAILROAD.

Name of manager, Serafin Arias; post-office address, Calimete, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, none owned, use those of Cardenas and Jucaro Railroad; number of cars, none owned, use those of Cardenas and Jucaro Railroad; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway System.

ELIZALDE PLANTATION RAILROAD.

Name of manager, Alberto Broch; post-office address, Isabel, Cuba; length of railroad, 5 kilometers; gauge of track, 4 feet 8 inches; average weight of rail, 65 pounds per yard; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$15,000.

The above plantation railroad is in the vicinity of the Matanzas Railway System.

ESPERANZA PLANTATION RAILROAD.

Name of manager, A. N. Armesto; post-office address, Guantanamo, Cuba; length of railroad, 10 kilometers; gauge of track, 3 feet; number of locomotives, 1; number of cars, 20; approximate cost of railroad, \$15,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway System.

EL SALVADOR PLANTATION RAILROAD.

Name of manager, Santiago Bollar; post-office address, Sitiecito, Cuba; length of railroad, 18 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 25 pounds per yard; number of locomotives, 2; number of cars, 40; approximate cost of railroad, \$90,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway System.

FLORA PLANTATION RAILROAD.

Name of manager, Jorge Tarafa; post-office address, Guira, Cuba; length of railroad, 1 kilometer; gauge of track, 4 feet 8½ inches; average weight of rail, 58 pounds per yard; number of locomotives, none, use those furnished by Matanzas Railroad; number of cars, none, use those furnished by Matanzas Railroad; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Matanzas Railway System.

FAJARDO PLANTATION RAILROAD.

Name of manager, Benito Arxer; post-office address, Gabriel, Cuba (San Antonio de los Baños); length of railroad, 2½ kilometers; gauge of track, 1 meter and 60 centimeters; average weight of rail, 45 pounds per yard; number of locomotives, none, use locomotives furnished by Western Railroad; number of cars, 9; approximate cost of railroad, \$13,000.

The above plantation railroad is in the vicinity of the Western Railway System.

FELIZ PLANTATION RAILROAD.

Name of manager, Joaquin A. Piedra; post-office address, Bolondron, Cuba; length of railroad, 5½ kilometers; gauge of track, 1.48 meters; average weight of rail, 60 pounds per yard; number of locomotives, 1 Rogers; number of cars, 8; approximate cost of railroad, \$20,806.20.

General data.

The condition of this railroad and equipment is good.

The above plantation railroad is in the vicinity of the Matanzas Railway system

HORMIGUERO PLANTATION RAILROAD.

Name of manager, Elias Pomvert; post-office address, Hormiguero, Cuba; length of railroad, 30 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 40 pounds per yard; number of locomotives, 4; number of cars, 150; approximate cost of railroad, data not available; built in sections at various times.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

HATILLA PLANTATION RAILROAD.

Name of manager, Lateulade & Co.; post-office address, Santiago de Cuba, Cuba; length of railroad, $2\frac{1}{2}$ kilometers; gauge of track, 1 meter; average weight of rail, 30 pounds per yard; number of locomotives, 1; number of cars, 26; approximate cost of railroad, \$12,000.

The above plantation railroad is in the vicinity of the Sabanilla and Maroto (Santiago) Railway system.

JOSEFITA PLANTATION RAILROAD.

Name of manager, Jose F. Estrada; post-office address, Nueva Paz, Cuba; length of railroad, 6 kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of United Railways; number of cars, none, use those of United Railways; approximate cost of railroad, \$30,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

LOTERIA PLANTATION RAILROAD.

Name of manager, Pedro F. de Castro; post-office address, Jaruco, Cuba; length of railroad, 20 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 30 pounds per yard; number of locomotives, 1; number of cars, 66; approximate cost of railroad, \$106,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

LOS CANAS (GUANTANAMO) PLANTATION RAILROAD.

Name of manager, P. Odoardo; post-office address, Guantanamo; length of railroad, 10 kilometers; gauge of track, 2 feet 6 inches; number of locomotives, 2; number of cars, 32; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

LEQUETIO PLANTATION RAILROAD.

Name of manager, Agustin F. Goitizolo; post-office address, Cienfuegos, Cuba; length of railroad, 24 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 30 pounds per yard; number of locomotives, 3; number of cars, 209; approximate cost of railroad, \$250,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

LUISA PLANTATION RAILROAD.

Name of manager, Joaquin Cata; post-office address, Jovellanos, Cuba; length of railroad, $1\frac{1}{2}$ kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of the Matanzas Railroad; approximate cost of railroad, \$20,000.

The above plantation railroad is in the vicinity of the Matanzas railway system.

LA JULIA PLANTATION RAILROAD.

Name of manager, J. de Gomes; post-office address, Camajuani, Cuba; length of railroad, 8 kilometers, from Salamanca; gauge of track, 4 feet 8½ inches; number of locomotives, none owned, use those of Cuban Central Railway; number of cars, none owned, use those of the Cuban Central Railway; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

LAS CANAS PLANTATION RAILROAD.

Name of manager, Adolfo Munoz; post-office address, Alacranes, Cuba; length of railroad, 22 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 18 pounds per yard; number of locomotives, 2; number of cars, 212; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

LIMONES PLANTATION RAILROAD.

Name of manager, Eduardo Dortico; post-office address, Limones, Cuba; length of railroad, 15 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 30 pounds per yard; number of locomotives, 4; number of cars, 801; approximate cost of railroad, \$75,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

MARGARITA Y TERESA PLANTATION RAILROAD.

Name of manager, Manuel Catalal; post-office address, San Nicolas, Cuba; length of railroad, 3½ kilometers; gauge of track, 1.435 meters; average weight of rail, 60 pounds per yard; number of locomotives, 1; number of cars, none, use those of United Railways; approximate cost of railroad, \$20,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

MERCEDITA PLANTATION RAILROAD.

Name of manager, E. Pasqual; post-office address, Melena del Sur, Cuba; length of railroad, 15 miles; gauge of track, 2 feet 6 inches; average weight of rail, 75 pounds per yard; number of locomotives, 2; number of cars, 130; approximate cost of railroad, \$100,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

MARGARITA Y TERESA PLANTATION RAILROAD.

Name of manager, Manuel Velasco; post-office address, Alacranes, Cuba; length of railroad, 3 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of United Railways; number of cars, none, use those of United Railways; approximate cost of railroad, \$24,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

NENA PLANTATION RAILROAD.

Name of manager, Feliciano R. Rirech; post-office address, Manguito, Cuba; length of railroad, $1\frac{1}{2}$ kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; average weight of rail, 70 pounds per yard; number of locomotives, none, use those furnished by Cardenas and Jucaro Railroad; number of cars, none, use those furnished by Cardenas and Jucaro Railroad; approximate cost of railroad, \$4,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

NARCISA PLANTATION RAILROAD.

Name of manager, Leoncio Supervielle; post-office address, Box 29, Caibarien, Cuba; length of railroad, 82 kilometers; gauge of track, 2 feet 3 inches; average weight of rail, 40 pounds per yard; number of locomotives, 4; number of cars, 214; approximate cost of railroad, \$265,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway System, but has its own outlet to tide water.

NOMBRE DE DIOS PLANTATION RAILROAD.

Name of manager, Jose del Rio; name of owner, Pedro Pons Orta; post-office address, Guines, Cuba; length of railroad, 2 kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; average weight of rail, 75 pounds per yard; number of locomotives, none, use those of United Railways of Habana; number of cars, none, use those of United Railways of Habana; approximate cost of railroad, \$14,000.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway System.

NUEVA PAZ PLANTATION RAILROAD.

Name of manager, Manuel F. Cuerva; post-office address, Nueva Paz, Cuba; length of railroad, 10 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 16 pounds per yard; number of locomotives, 1; number of cars, 30; approximate cost of railroad, \$30,000.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway System.

PORFUEZA (CALIMETE) PLANTATION RAILROAD.

Name of manager, Jose Bas; post-office address, Calimete, Cuba; length of railroad, 15 kilometers; gauge of track, 4 feet $8\frac{1}{2}$ inches; average weight of rail, 60 pounds per yard; number of locomotives, 1; number of cars, none owned, use those of the Cardenas and Matanzas railroads, which are rented as needed for transportation of cane; approximate cost of railroad, \$60,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro and Matanzas Railway systems.

PORTUGALETE PLANTATION RAILROAD.

Name of manager, Sotero Escarza; post-office address, Palmira, Cuba; length of railroad, 8 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 25 pounds per yard; number of locomotives, 2 (1 Baldwin and 1 Rogers); number of cars, 60; approximate cost of railroad, \$20,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway System.

PROVIDENCIA PLANTATION RAILROAD.

Name of manager, Leon Labrit; post-office address, Guines, Cuba; length of railroad, 12 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 45 pounds per yard; number of locomotives, 2; number of cars, box cars, 5; flat cars, 46; approximate cost of railroad, \$58,500.

General data.

In addition to above there are 5 miles of portable plantation railroad, 25 cars and 1 locomotive for use on same.

The above plantation railroad is in the vicinity of the United Railways Railway System.

PERSEVERANCIA PLANTATION RAILROAD.

Name of manager, Miguel Diaz; post-office address, Aguada, Cuba; length of railroad, standard gauge, 8½ kilometers; narrow gauge, 9½ kilometers of 2½ feet; gauge of track, standard gauge, 4 feet 8½ inches; narrow gauge, 2½ feet; average weight of rail, standard gauge, 40 pounds per yard; narrow gauge, 30 pounds per yard; number of locomotives, standard gauge, 1; narrow gauge, 1; number of cars, standard gauge, 56; narrow gauge, 35; approximate cost of railroad, \$59,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway System.

REDENCION PLANTATION RAILROAD.

Name of manager, Ramon Menendez Espinosa; post-office address, care Miguel Nadal, P. O. box 334, Habana, Cuba; length of railroad, 24 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 56 pounds to the yard; number of locomotives, 3; number of cars, 60; approximate cost of railroad, \$72,000.

The above plantation railroad is in the vicinity of the Puerto Principe and Nuevitas Railway system.

ROSARIO PLANTATION RAILROAD.

Name of manager, Ramon Pelayo; post-office address, Aguacate, Cuba; length of railroad, 12 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, 1; number of cars, 44; approximate cost of railroads, \$125,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

REFORMA PLANTATION RAILROAD.

Name of manager, Jose H. Martinez; post-office address, Caibarien, Cuba; length of railroad, 4½ kilometers; gauge of track, 3 feet; number of locomotives, 1; number of cars, 34; approximate cost of railroad, \$27,000.

The above plantation is in the vicinity of the Cuban Central Railway system.

REGLITA PLANTATION RAILROAD.

Name of manager, A. Sardina; post-office address, Perico, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 55 pounds per yard; number of locomotives, 1; number of cars, 8; approximate cost of railroad, \$50,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

RODAS PLANTATION RAILROAD.

Name of manager, Francisco Rasco; names of owners, Francisco and Emilio Terry; post-office address, Rodas, Cuba; length of railroad, 22 kilometers; average weight of rail, 45 pounds per yard; number of locomotives, 2; number of cars, passenger cars, 4; freight cars, 44; approximate cost of railroad, \$300,000.

General data.

Runs from Rodas to Turguino and Cartagena.

The above plantation railroad is in the vicinity of the Cuban Central Railway system, but has its own tide water outlet by river route into Cienfuegos Bay.

SANTA TERESA PLANTATION RAILROAD.

Name of manager, R. Amisaya; post-office address, Sugua la Grande, Cuba; length of railroad, 21½ kilometers; gauge of track, 2 feet 6 inches; number of locomotives, 4; number of cars, 161; approximate cost of railroad, \$129,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

SAN AGUSTIN (CIENFUEGOS) PLANTATION RAILROAD.

Name of manager, Agustin F. Goitizolo; post-office address, Cienfuegos, Cuba; length of railroad, 26 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 30 pounds per yard; number of locomotives, 6; number of cars, 340; approximate cost of railroad, \$350,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

SAN JOSE (HATUEY) PLANTATION RAILROAD.

Name of manager, Gaston Rabell; post-office address, Hatuey, Cuba; length of railroad, 28 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 45 pounds per yard; number of locomotives, 2; number of cars, none, use those of Cardenas and Jucaro Railroad; approximate cost of railroad, \$100,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

SAN MIGUEL (GUANTANAMO) PLANTATION RAILROAD.

Name of manager, A. Faguebel; post-office address, Guantanamo, Cuba; length of railroad, 8 kilometers; gauge of track, 2 feet 6 inches; number of locomotives, 2; number of cars, 87; approximate cost of railroad, \$60,000.

The above plantation railroad is in the vicinity of the Guantanamo Railroad system.

SAN CAYETANO PLANTATION RAILROAD.

Name of manager, J. Montela; post-office address, La Cidra, Cuba; length of railroad, 1 kilometer; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$3,500.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

SANTA FILOMENA PLANTATION RAILROAD.

Name of manager, Antonio A. Soler; post-office address, Corral Falso, Cuba; length of railroad, 2 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of Matanzas, Cardenas and Jucaro Railroad; number of cars, 12; approximate cost of railroad, \$8,000.

The above plantation railroad is in the vicinity of the Matanzas, Cardenas and Jucaro Railway systems.

SAN JOSE PLANTATION RAILROAD.

Name of manager, Pastor E. Valera; post-office address, Placetes, Cuba; length of railroad, 3½ kilometers; gauge of track, 914 millimeters; average weight of rail, 45 pounds per yard; number of locomotives, 1; number of cars, 35; approximate cost of railroad, \$31,500.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

SAN AGUSTIN PLANTATION RAILROAD.

Name of manager, F. Casuso; post-office address, Quivicán, Cuba, and 793 Cerro, Habana, Cuba; length of railroad, 9 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 30 pounds per yard; number of locomotives, 1; number of cars, 2; approximate cost of railroad, \$44,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

SAN AGUSTIN PLANTATION RAILROAD.

Name of manager, Pastor E. Valera; post-office address, Remedios, Cuba; length of railroad, 12 kilometers; gauge of track, 914 millimeters; average weight of rail, 45 pounds per yard; number of locomotives, 2; number of cars, 51; approximate cost of railroad, \$108,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

SAN MIGUEL PLANTATION RAILROAD.

Name of manager, Salvador Baro; post-office address, Guira de Macurgis, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 65 pounds per yard; number of locomotives, none; number of cars, none; approximate cost of railroad, \$15,000.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

SAN VICENTE PLANTATION RAILROAD.

Name of manager, Suarez y Ruiz; post-office address, Cardenas, Cuba; length of railroad, 2 kilometers; gauge of track, 4 feet 8½ inches; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

SANTA LUTGARDA PLANTATION RAILROAD.

Name of manager, Manuel Alvarez Coto; name of owner, Mrs. J. P. de Carreras; post-office address of owner, Habana, Cuba; post-office address of manager, Sierra Morena, Cuba; length of railroad, 5 kilometers; gauge of track, 4 feet 8½ inches;

average weight of rail, 20 pounds per yard; number of locomotives, none; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Cuban Central Railway system, but it has its own outlet to tidewater.

SANTA RITA (MADRUGA) PLANTATION RAILROAD.

Name of manager, administrator, Yngenio "Santa Rita;" post-office address, Madruga, Cuba; length of railroad, $3\frac{1}{2}$ kilometers; gauge of track, 4 feet $8\frac{1}{4}$ inches; average weight of rail, 22 pounds per yard; number of locomotives, 2; number of cars, 21; approximate cost of railroad, \$30,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

SOLEDAD (JOVELLANOS) PLANTATION RAILROAD.

Name of manager, J. Aferndel; post-office address, Jovellanos, Cuba; length of railroad, $10\frac{1}{2}$ kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 60 pounds per yard; number of locomotives, 1; number of cars, 50; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

SANTA GERTRUDIS PLANTATION RAILROAD.

Name of manager, M. Mendoza; post-office address, Banaguises, Cuba; length of railroad, broad gauge 7 kilometers, narrow gauge 30 kilometers; gauge of track, broad gauge 4 feet $8\frac{1}{4}$ inches, narrow gauge 2 feet 6 inches; average weight of rail, broad gauge 60 pounds per yard, narrow gauge 30 pounds per yard; number of locomotives, broad gauge 2, narrow gauge 2; number of cars, broad gauge 40, narrow gauge 80; approximate cost of railroad, \$170,000.

General data.

The four locomotives owned by this plantation are of the Baldwin make.

In addition to the above equipment owned by this plantation, during the sugar season 2 locomotives and 60 cars are rented from the Cardenas and Jucaro Railroad.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

SENADO PLANTATION RAILROAD.

Name of manager, Bernabe Sanchez Adan; post-office address, Las Minas, Cuba; length of railroad, 30 miles; gauge of track, 2 feet 6 inches; average weight of track, 40 pounds per yard, steel; number of locomotives, 7; number of cars, 616; approximate cost of railroad, \$255,000.

General data.

Four locomotives are of Baldwin make, two are of Porter, and one of Bagnall (English) make.

The above plantation railroad is in the vicinity of the Puerto Principe and Nuevitas Railway system.

SANTA MARIA PLANTATION RAILROAD.

Name of manager, Fernando Pons; post-office address, Guantanamo, Cuba; length of railroad, 7 kilometers; number of locomotives, none, use those of other plantations; number of cars, 100; approximate cost of railroad, \$21,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

SANTA CECILIA PLANTATION RAILROAD.

Name of manager, L. E. Simon; post-office address, Guantanamo, Cuba; length of railroad, 6 kilometers; gauge of track, 3 feet; average weight of rail, 30 pounds per yard; number of locomotives, none, use those of other plantations; number of cars, 34; approximate cost of railroad, \$36,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

SANTA CATALINA PLANTATION RAILROAD.

Name of manager, Vicente M. Gonzales; post-office address, Corral Falso, Cuba; length of railroad, 2 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those furnished by Matanzas Railroad; number of cars, none, use those furnished by Matanzas Railroad; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Matanzas Railroad system.

SOLEDAD PLANTATION RAILROAD.

Name of manager, L. F. Hughes; post-office address, Central Soledad, Cienfuegos, Cuba; length of railroad, 27 kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 30 pounds per yard; number of locomotives, 4; number of cars, 100; approximate cost of railroad, data not available; built by sections in various years.

The above plantation railroad is in the vicinity of the Cuban Central Railway system, but has river connection with tide water to Cienfuegos Bay.

SAN CARLOS PLANTATION RAILROAD.

Name of manager, J. Gorgas Armengol; post-office address, Guantanamo, Cuba; length of railroad, 8 kilometers; gauge of track, 3 feet; average weight of rail, 35 pounds per yard; number of locomotives, none, use those of adjoining yngenio; number of cars, 90; approximate cost of railroad, \$32,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

SANTA RITA (BARO) PLANTATION RAILROAD.

Name of manager, S. Trevleteje; post-office address, Baro, Cuba; length of railroad, broad gauge, 1½ kilometers; narrow gauge, 7 kilometers; gauge of track, broad gauge, 4 feet 8½ inches; narrow gauge, 2 feet 6 inches; number of locomotives, 2; number of cars, 34; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

SANTA LUCIA PLANTATION RAILROAD.

Name of manager, Sanchez Hermanos; post-office address, Gibara, Cuba; length of railroad, 31½ kilometers; gauge of track, 2 feet 6 inches; average weight of rail, 45 and 30 pounds per yard; number of locomotives, 4; number of cars—flat cars, 123; box cars, 8; total cars, 131; approximate cost of railroad, \$126,000.

General data.

Two iron bridges—one of 57 feet and the other of 68 feet.

The above plantation railroad is in the vicinity of the Gibara and Holguin Railway system, but it has its own outlet to tide water at the port of Vita.

COLONIA SANTA ROSA PLANTATION RAILROAD.

Name of manager, A. N. Armesto; post-office address, Guantanamo, Cuba; length of railroad, 14 kilometers; gauge of track, 3 feet; number of locomotives, 1; number of cars, 100; approximate cost of railroad, \$21,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

SOLEDAD (GUANTANAMO) PLANTATION RAILROAD.

Name of manager, Ernesto Brooks; post-office address, Guantanamo, Cuba; length of railroad, 9 kilometers; gauge of track, 3 feet; average weight of rail, 30 pounds per yard; number of locomotives, 2; number of cars, 53; approximate cost of railroad, \$50,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system

SANTISIMA TRINIDAD PLANTATION RAILROAD.

Name of manager, Manuel Isendera; post-office address, Cruces, Cuba; length of railroad, 10 kilometers; gauge of track, 29 inches; number of locomotives, 3 (Baldwin); number of cars, 160; approximate cost of railroad, \$30,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

TIVO-TIVO PLANTATION RAILROAD.

Name of manager, Juan F. Uribarri; post-office address, Tivo-Tivo, Cuba, Habana office, 22 Mercaderes; length of railroad, 1 kilometer; gauge of track, 1½ meters; average weight of rail, 15 pounds per yard; number of locomotives, none; number of cars, none; approximate cost of railroad, \$3,225.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway system.

TRIUNVIRA PLANTATION RAILROAD.

Name of manager, Fernando Calvo; name of owner, Hijos de Antonia Madande Alfonso; post-office address, Cidra, Cuba; length of railroad, 7 kilometers, not including 1 kilometer of standard gauge; average weight of rail, 42 pounds per yard; gauge of track, 2 feet 6 inches; number of locomotives, 2; number of cars, 42.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

TERESA (MELENA DEL SUR) PLANTATION RAILROAD.

Name of manager, Cosme Blanco Herrera; post-office address, Melena del Sur, Cuba, and 6 San Pedro, Habana; length of railroad, 17 kilometers; average weight of rail, 20 pounds per yard; number of locomotives, 3; number of cars, 150; approximate cost of railroad, \$60,000.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

TRINIDAD PLANTATION RAILROAD.

Name of manager, Guillermo S. Turner; post-office address, Trinidad, Cuba; length of railroad, 11½ kilometers; gauge of track, 3 feet; average weight of rail, 35 pounds per yard; number of locomotives, 2; number of cars, 80; approximate cost of railroad, \$129,500.

General data.

President, E. F. Atkins, 35 Broad street, Boston, Mass.

General manager, O. B. Stillman, 54 William street, New York.

The above plantation railroad is in the vicinity of the Cuban Central Railway system, but has its own tide-water outlet.

TOLEDO PLANTATION RAILROAD.

Name of manager, Fernando Itza; name of owner, Francisco M. Duranona; post-office address, Marianao, Cuba; length of railroad, 10 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 6 kilometers has 30-pound rails and 4 kilometers has 60-pound rails; number of locomotives, 1; number of cars, 40; approximate cost of railroad, data not available.

The above plantation railroad is in the vicinity of the United Railways of Habana railway system.

UNION PLANTATION RAILROAD.

Name of manager, Jose Lezama; post-office address, Nuevitas; length of railroad, 4 kilometers; gauge of track, 3 feet; number of locomotives, 2; number of cars, 60; approximate cost of railroad, data not available, being included in cost of plantation.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

UNIDAD PLANTATION RAILROAD.

Name of manager, McCulloch Brothers; post-office address, Cifuentes, Cuba; length of railroad, 5 kilometers, from Cifuentes to Mata; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds; number of locomotives, none owned, use those of the Cuban Central Railway; number of cars, none owned, use those of the Cuban Central Railway; approximate cost of railroad, \$35,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

VITORIA PLANTATION RAILROAD.

Name of manager, P. M. Horta; name of owner, Juan Pablo Ruiz de Gamiz; length of railroad, 50 kilometers; gauge of track, 2 feet 3½ inches; average weight of rail, 35 pounds per yard; number of locomotives, 4; number of cars, 180; approximate cost of railroad, \$200,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

ZAZA PLANTATION RAILROAD.

Name of manager, Manos Lazzalde; post-office address, Placetas, Cuba; length of railroad, 72 kilometers; gauge of track, 3 feet; average weight of rail, 50 pounds per yard; number of locomotives, 1; number of cars, none, use those of Cuban Central Railway; approximate cost of railroad, \$145,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

THE CUBAN AND PAN-AMERICAN EXPRESS COMPANY.

HABANA, CUBA, January 5, 1901.

ESTEEMED SIR: I have the honor to acknowledge receipt of your communication of yesterday, in which you ask me for sundry data regarding our relations with the railroads in Cuba, and following the same order established by you in said communication, I beg to answer your questions as follows:

First, names of railroads operated over: As a matter of fact we operate over all railroads in Cuba, and with some of them we have what in transportation is known as private agents' contracts. The names of the railroads are: Western Railway of Habana, United Railways of Habana, Marianao Railway, Matanzas Railway, Cardenas and Jucaro Railway, Cuban Central Railway, Gibara and Holguin Railway, Tunis and Sancti Spiritus Railway, Puerto Principe Railway, Jucaro and San Fernando Railway, Sabanilla and Moroto Railway, and Guantanamo Railway.

Second, cost of transportation to the public, compared with that of similar transportation in the United States: Express transportation in Cuba, by the Cuban and Pan-American Express Company compares most favorably with express transportation in the United States. The following instances—three similar shipments—are proof of this:

1. General merchandise:

New York to Philadelphia	miles..	92
Las Canas to Guanajay (Cuba)	do....	91

One package of general merchandise, weighing, say, 100 pounds, from New York to Philadelphia, will cost 75 cents United States currency, while the same package per the Cuban Pan-American Express Company from Las Canas (United Railways of Habana flag station) to Guanajay, almost the same distance, will cost, say, 72 cents, United States currency.

2. Bicycles (not K. D. boxed or crated):

New York to Baltimore	miles..	186
Habana to San Juan de las Yeras	do....	186

One bicycle crated, from New York to Baltimore, Md., accepted as one 100-pound package, will cost \$2 United States currency, while the same package via the Cuban Pan-American Express Company from Habana to San Juan de las Yeras, same distance, will cost \$1.91 United States currency.

3. Furniture (not crated):

New York to Washington	miles..	227
Habana to Caibarien	do....	225
Rate per 100 pounds by express in the United States from New York to Washington		\$2.50
Rate per 100 pounds via the Cuban and Pan-American Express Company in Cuba, from Habana to Caibarien		\$2.40

By the foregoing facts, which are hereby submitted to your consideration, I believe it is demonstrated beyond doubt that the express transportation in Cuba, as carried by the Cuban and Pan-American Express Company, is an unquestionable benefit to the inhabitants of the island, to the shippers in the United States doing business with Cuba, and to those persons contemplating the development of their business in new fields.

Third, number of express cars in Cuba: As already stated in my first answer, we operate on every railroad in Cuba, although not under agents' contracts with every one, but can certainly say that on every passenger train leaving for and coming to Habana from Vuelta Abajo and Vuelta Arriba can be seen the Cuban and Pan-American Express Company's cars, and on each car the corresponding express company's messenger in charge of the express matter.

Fourth, number of agencies in Cuba: We have at present over 160 agencies, not including those houses which we can not really call agencies on account of the difficult means of communication into the interior, but which act for us in such capacity when required. Whenever increase in traffic seems to demand it, we at once open new agencies, as it is the aim of the board of directors of any company to spare no effort or expense, within the limits of business principles, to give the island as thorough, quick, and efficient a service as may best be carried on.

Fifth, number of employees in Cuba: We have over 250 employees in Cuba, not including those of firms who act as our representatives when required.

Very respectfully,

CUBAN AND PAN-AMERICAN EXPRESS COMPANY.

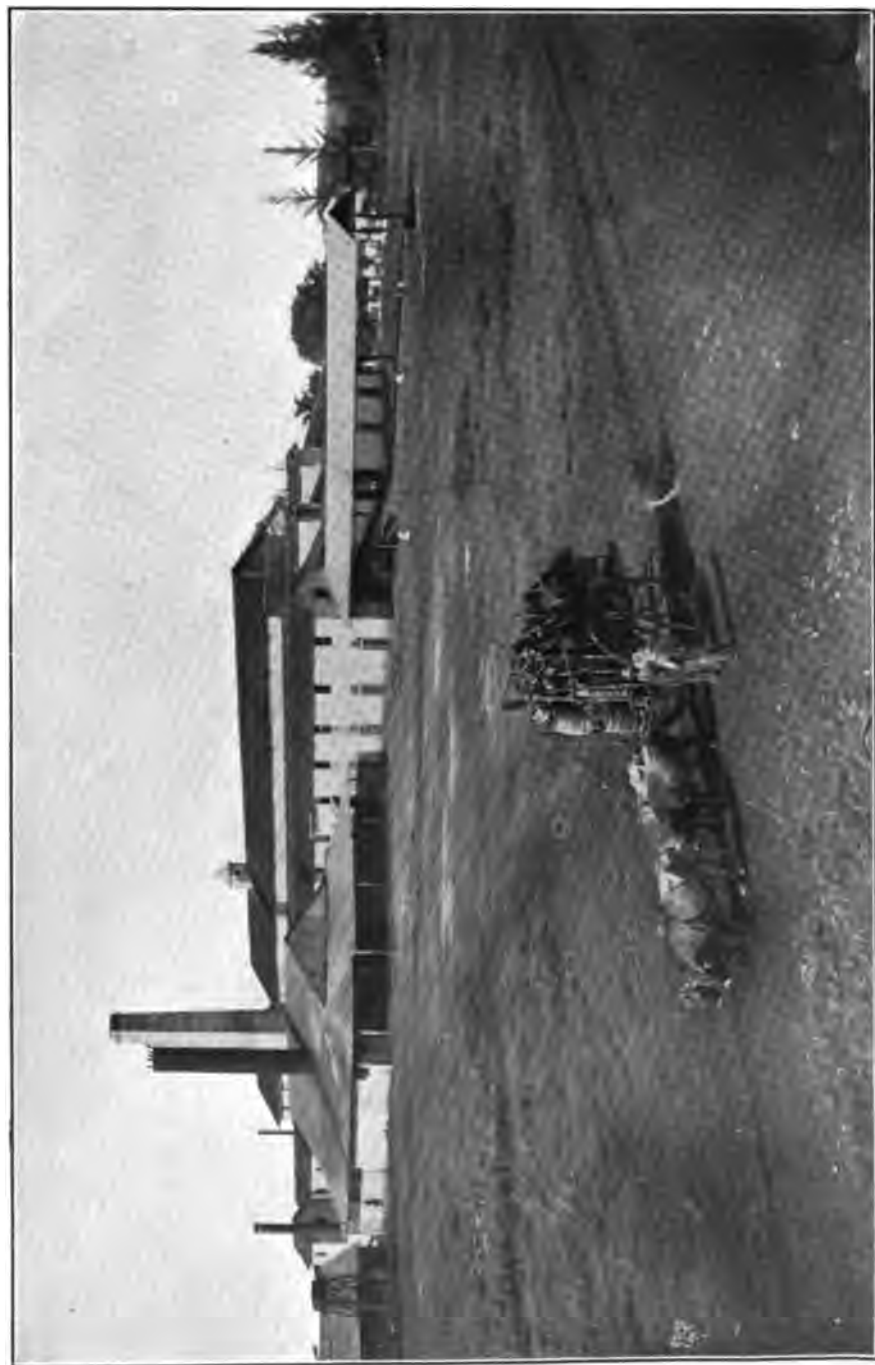
D. J. CHAVEZ,

Assistant General Manager.

Hon. WILLIAM H. CARLSON,
Special Commissioner of Railroads of Cuba, Habana, Cuba.



CENTRAL AND RAILROAD OF NUESTRA SEÑORA DEL CARMEN PLANTATION.



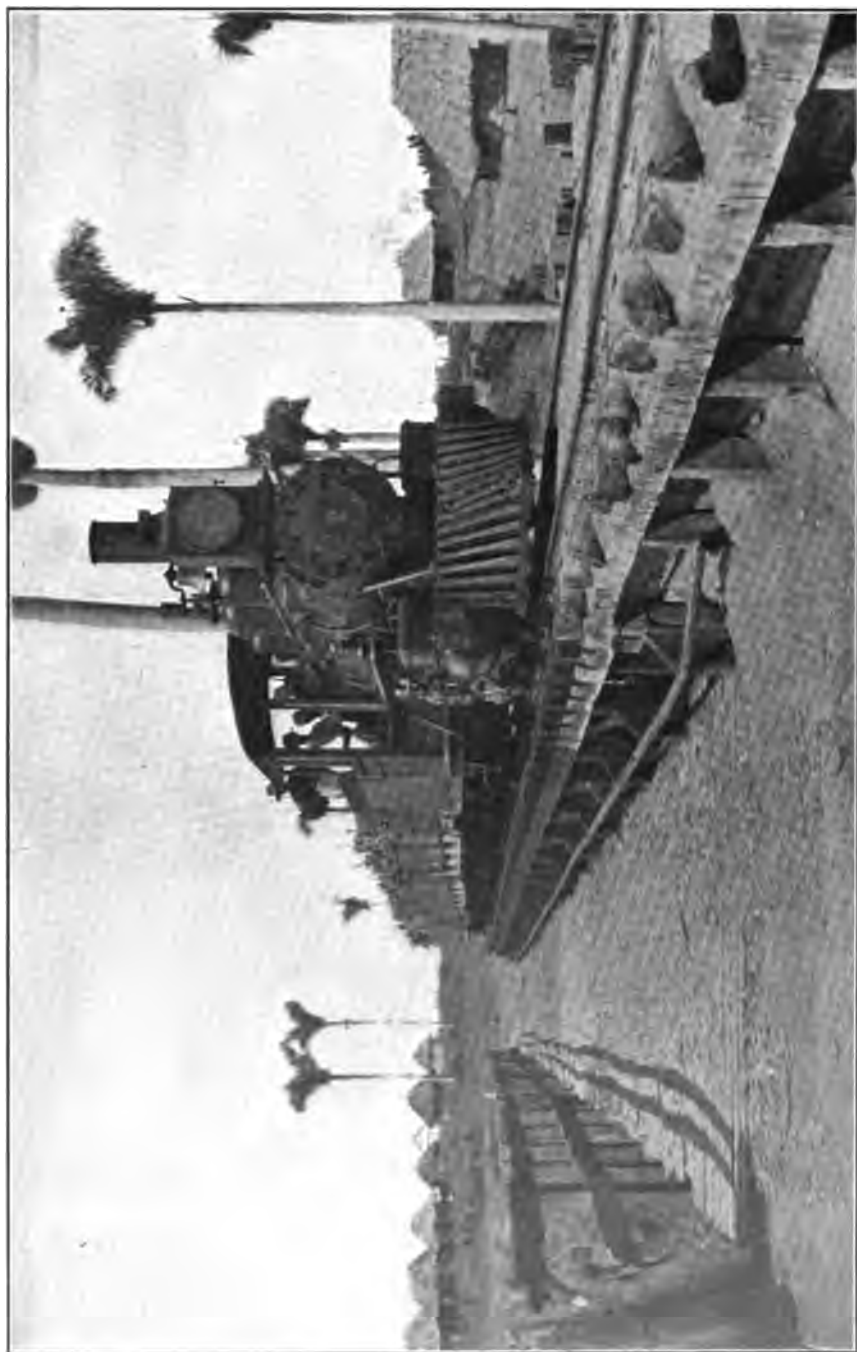
CENTRAL OF PROVIDENCIA PLANTATION.



CENTRAL OF ANTONIA PLANTATION NEAR AGUACATE.



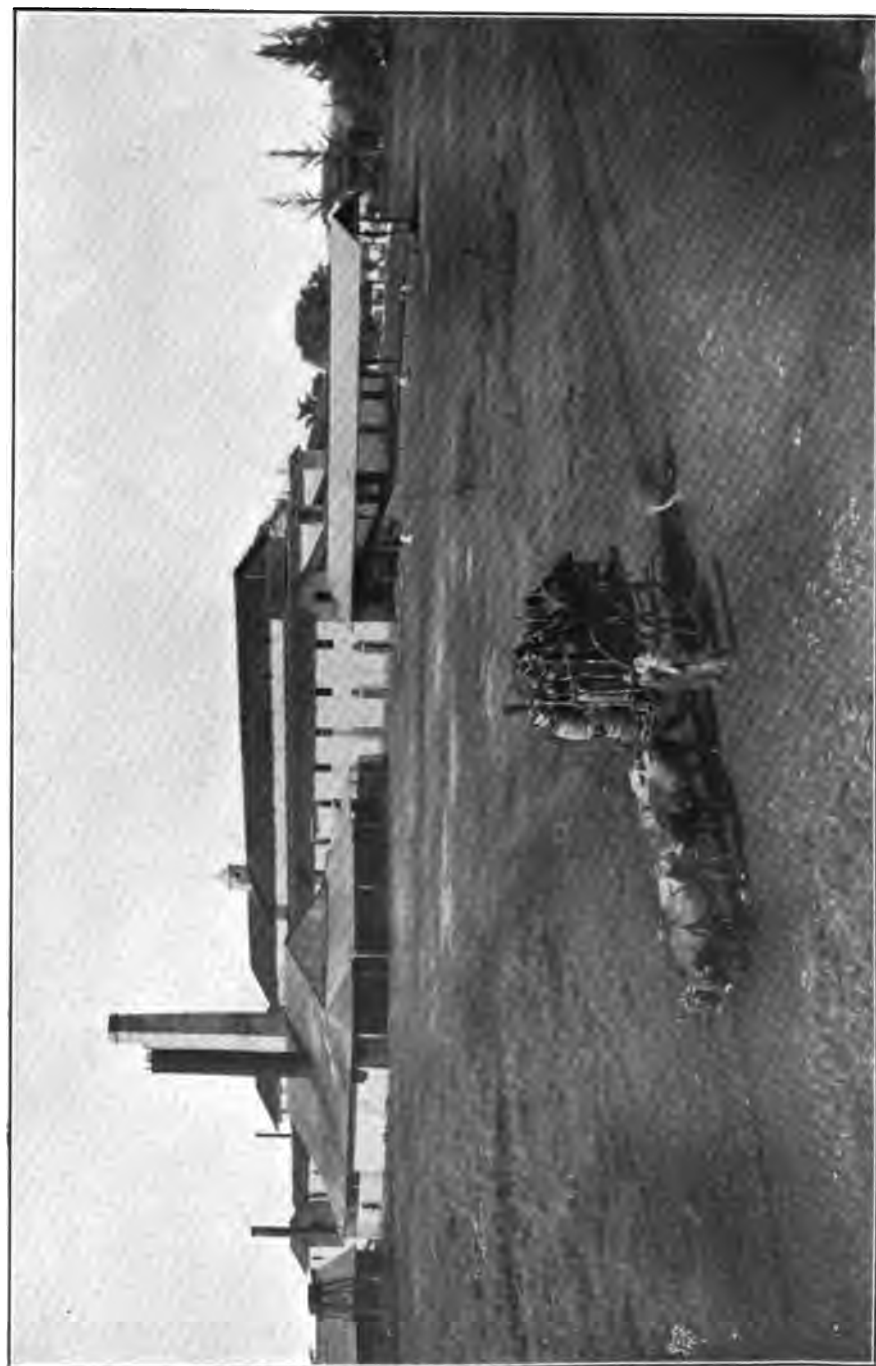
SCENE ON SOLEDAD PLANTATION RAILROAD, GUANTANAMO.



A TRAIN LOAD OF SUGAR CANE CROSSING A BRIDGE, SOLEDAD PLANTATION RAILROAD, QUANTANAMO.



CENTRAL AND RAILROAD OF NUESTRA SEÑORA DEL CARMEN PLANTATION.



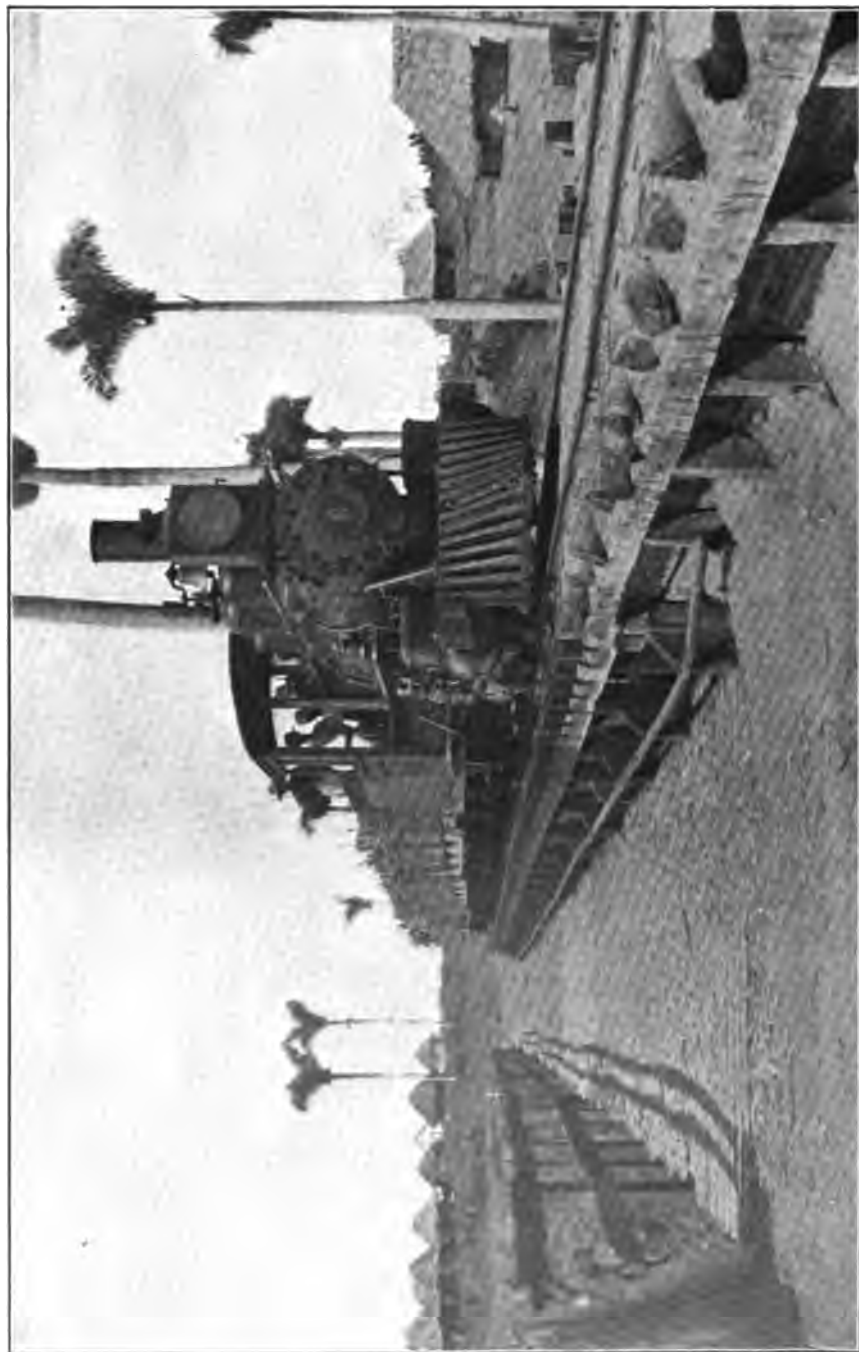
CENTRAL OF PROVIDENCIA PLANTATION.



CENTRAL OF ANTONIA PLANTATION NEAR AGUACATE.



SCENE ON SOLEDAD PLANTATION RAILROAD, GUANTANAMO.



A TRAIN LOAD OF SUGAR CANE CROSSING A BRIDGE, SOLEDAD PLANTATION RAILROAD, QUANTANAMO.

and of municipalities, after proper proceedings, in accordance with the provincial and municipal laws in the last two cases.

ART. 65. The concessions belong to the municipal council when the tramways occupy roads which are in charge of a single municipality. When they are essentially town roads it must be preceded by the approval of the secretary of public works.

ART. 66. Tramway concessions can not be granted for more than sixty years, and shall be subject to an auction in regard to the value of the concession.

ART. 67. In the regulations which shall be drawn for the compliance of the present law, the general conditions to which tramways must conform in relation to the technical conditions, as well as to the steps to be taken in the granting of the concession shall be stated.

ART. 68. In the document of special conditions, which must form part of the concession of every tramway, the special conditions shall be determined, which, besides the general ones to which the previous article refers, are to govern in matters of construction and operation.

ART. 69. The provisions of the present law shall not invalidate any of the rights acquired previous to its publication, and in all compliances with the then existing legislation.

ART. 70. All laws, decrees, and other provisions previously existing, which are in opposition to the present law, are hereby repealed.

DIVISION II.

TITLE I.

Provisions for the preservation of public roads applicable to railroads.

ARTICLE 1. The laws and regulations of the administration as to highways are applicable to railroads when their object is:

1. The preservation of trenches, drains, walls, buildings, and other kinds of works.

2. The rights (servitudes) for the preservation of the roads charged on the adjoining cultivated lands.

3. The servitudes on these lands as to laying out lines, constructions of all kinds, opening of ditches, free course of water, planting, pruning of trees, working of mines, lands, places for dumping refuse ore, quarries, and any other whatsoever. The zone to which these rights extend is 20 meters on each side of the railroad.

4. The prohibitions the object of which is to prevent all kinds of damage to the road.

5. Prohibiting the placing of hanging or projecting objects which may inconvenience or endanger persons on the road.

6. Prohibiting the establishment of deposits of materials, stones, earth, manure, products, or any other thing which may impede free transit.

TITLE II.

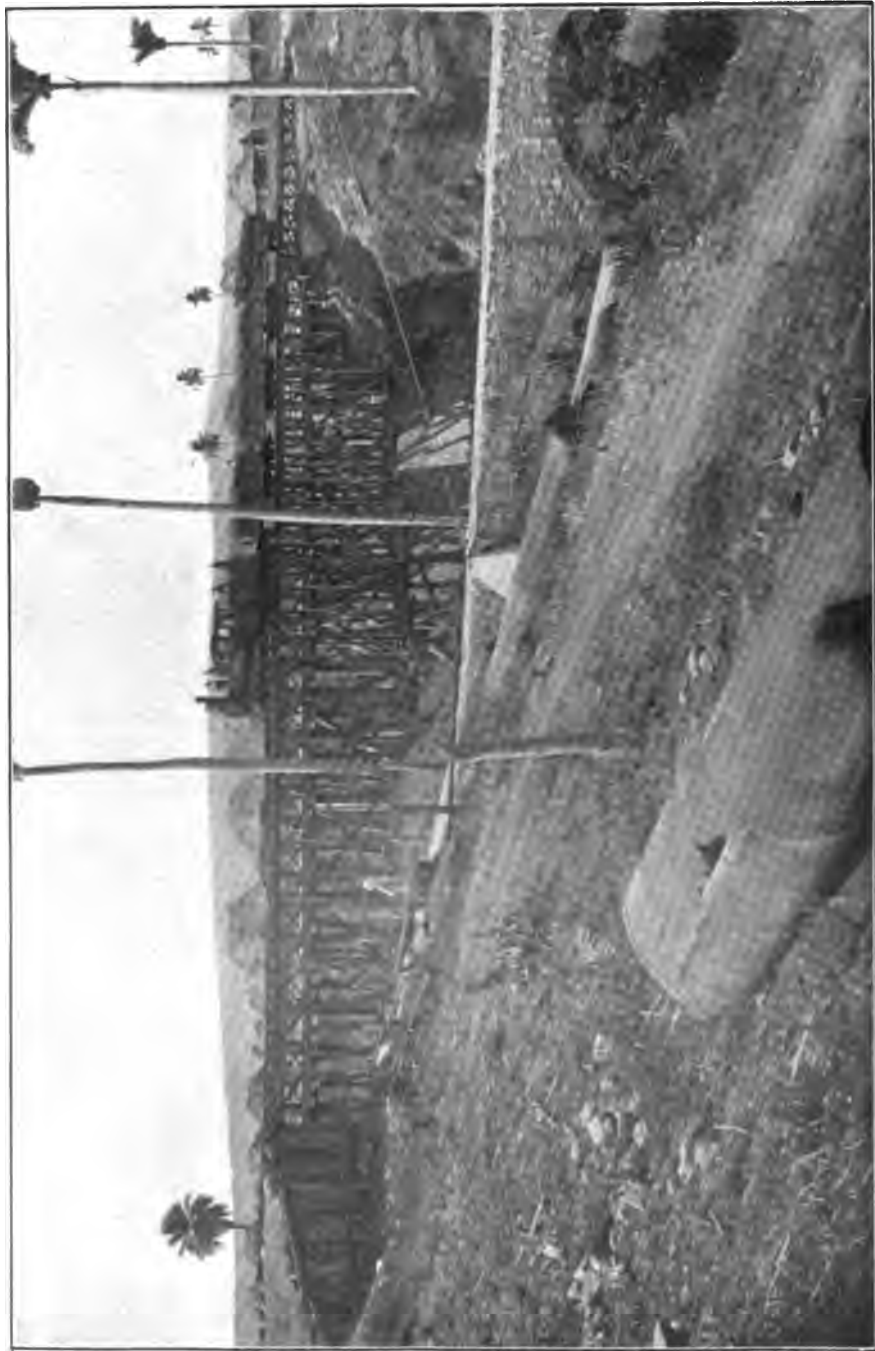
Provisions for the preservation of roads which refer especially to railroads.

ART. 2. Along the whole distance of the railroad neither the entry nor the grazing of cattle shall be allowed. If the railroad has to cross a highway where cattle pass, the railroad shall always cross without changing or stopping the progress of the trains, and in the manner provided for as a general rule for that crossing.

ART. 3. In the future, in a zone of 3 meters on each side of the railroad, only fencing walls shall be constructed, but no façades having openings or projections. This provision does not refer to buildings constructed before the promulgation of this law or the construction of a railroad, which may be separated and maintained in the condition in which they are, but can not be rebuilt. If it be necessary to demolish or change a building for the benefit of a railroad, the proceedings shall be according to the provisions of article 2 of this law.

ART. 4. Within the zone indicated in paragraph 3 of article 1 no buildings may be constructed covered with thatch or other combustible materials when the railroad is operated by means of locomotives.

ART. 5. The prohibition to establish deposits of materials, earth, stones, or anything mentioned in the sixth paragraph of article 1, in the case of railroads, includes 5 meters on each side of the road as to objects not inflammable and 20 meters as to inflammable objects.



BRIDGE AT ARROYO DE LOS PLATANOS, SOLEDAD PLANTATION RAILROAD, GUANTANAMO.

Statement of the railways in the western part of the island of Cuba.

[From statement of Hon. Robert P. Porter, in Industrial Cuba.]

Name of road.	Length.	Number of stations.	Number of locomotives.	Number of passenger coaches.	Number of freight cars.	Traffic.		
						Number of passengers.	Sugar.	Tobacco.
	<i>Kilometers.</i>						<i>Tons.</i>	<i>Tons.</i>
Western Railways of Habana, Limited.....	175	26	19	20	237	300,000	10,000	10,000
United Railways of Habana and Regla Warehouse, Limited.....	396	56	80	73	1,738	688,000	150,000	5,800
Compania del Ferro-Carril de Matanzas.....	230	26	47	21	984	292,000	130,000	.....
Empresa Unida de les C. de H. de Cardenas y Jucaro.....	339	35	49	40	1,123	360,000	120,000	.....
Compania del Ferro-Carril de Sagua la Grande.....	137	15	22	25	482	230,000	70,000	2,100
Compania del Ferro-Carril de Cienfuegos a S. Clara.....	101	13	19	28	438	220,000	63,000	1,600
Compania Unida de los F. C. de Calbarien.....	89	11	17	24	583	200,000	60,000	2,800
Total	1,467	182	253	231	5,585	2,290,000	603,000	22,300

Fiscal statement.

Name of road.	Products.	Expenses.	Proportion of expenses.	Number of shares.	Share capital.	Loans and debenture.	Interest on loans.
			<i>Per cent.</i>				<i>Per cent.</i>
Western Railways of Habana, Limited.....	\$500,000	\$300,000	60	60,000	£600,000	£390,000	6
United Railways of Habana and Regla Warehouse, Limited.....	2,792,000	1,557,000	53	154,000	£1,540,000	£1,950,000	5
Compania del Ferro-Carril de Matanzas.....	1,250,000	610,000	49	10,000	\$5,000,000	£50,000	6
Empresa Unida de los C. de H. de Cardenas y Jucaro.....	1,470,000	870,000	59	15,582	\$7,791,070	.....	.....
Compania del Ferro-Carril de Sagua la Grande.....	700,000	350,000	50	6,000	\$3,000,000	£6,400	7
Compania del Ferro-Carril de Cienfuegos a Santa Clara.....	600,000	400,000	66	5,000	\$2,500,000	\$795,000	7 and 8
Compania Unida de los Ferro-Carril de Calbarien.....	450,000	310,000	69	4,542	\$2,271,124	\$285,000	7
Total.....	7,762,000	4,397,000	56	255,124	{ £2,140,000 (\$20,562,194)	{ £2,396,400 (\$1,080,000)	.....

PROPOSED LAWS AND REGULATIONS GOVERNING THE CONSTRUCTION, OPERATION, AND MAINTENANCE OF RAILROADS IN CUBA.

DIVISION I.

CHAPTER I.

ARTICLE 1. This law refers to all railroads, whatever be the system of traction employed.

ART. 2. Railroads are divided into lines of general service and of private service.

ART. 3. Railroads of general service are those devoted to public operation for transportation of passengers and traffic of merchandise; those of private service are devoted to the exclusive operation of given industry or to private use.

ART. 4. All railroad lines now existing which are of general service shall be considered as works of public utility, which are entitled to the right of eminent domain.

ART. 5. The declaration that a railroad devoted to the operation of mines of importance is of general service shall be made by a law. In order to obtain said declaration a report of experts as to the importance of the mines shall in all cases be necessary. The report shall be made by the secretary of public works after hearing the chief inspector of mines.

CHAPTER II.

Concession and authorization to construct railroads of general service.

ART. 6. The construction of lines of general service may be undertaken by the government, by companies, or by individuals.

ART. 7. In order that the government may undertake the construction of a line with national funds, or with the aid of the provinces or towns, it is necessary that the line be included in the plan and, besides, its immediate execution must be authorized by a special law.

ART. 8. When a line of general service is to be constructed by individuals or companies, the concession must always be preceded by a law fixing the conditions under which the concession is to be granted.

ART. 9. In no case shall the concession titles to lines of general service be issued until the holder of the concession shows that he has deposited, as a guaranty of his obligations, 5 per cent of the amount of the estimate.

ART. 10. The companies holding concessions of lines can not dispose of the amounts deposited as a guaranty for the construction of the railroad until they have totally finished the works which are the objects of the concession. The guaranty may be returned when it is proven that there are works finished equivalent to a third of the cost of the works included in the concession. The said completed works shall remain as a guaranty for the fulfillment of the conditions stipulated.

ART. 11. The project which may have served as a basis for the concession of a line can not be changed in any manner whatsoever by the holder of the concession without first obtaining the proper authorization from the secretary of public works granted with the requisites prescribed by the regulations of the present law.

ART. 12. When the work is completed and the operation of the line belongs to the owner of the concession the government shall reserve to itself the supervision thereof through its expert agents, so that the operation of the line may be conducted according to the conditions stipulated.

ART. 13. The concessionaire may after proper authorization from the secretary of public works transfer his rights, and the person acquiring them shall remain obligated under the same conditions and with the same guarantees to the fulfillment of the stipulated conditions.

ART. 14. The concessions of lines of general service shall be granted at the most for ninety-nine years.

ART. 15. At the expiration of the period of the concession the government shall acquire the granted line with all its dependencies, and shall fully enjoy the right of operation.

ART. 16. No railroad concessions shall create a monopoly in favor of companies or individuals, and no other subsequent concessions for roads, canals, railroads, works of navigation, or others in the same district where the railroad is situated or in another adjoining it or distant therefrom shall serve as a basis for claiming any indemnity whatsoever in favor of any of the owners of the concession.

CHAPTER III.

Formalities with which the authorization or concession shall be requested.

ART. 17. When the government shall deem it proper to construct with public funds one of the railroad lines included in the plan it shall file with the secretary of public works, together with the form of authorization, the following documents:

1. A memorial descriptive of the plan.
2. A general plan and longitudinal profile.
3. An estimate of the cost of construction, and the annual cost of repairs and maintenance of the work.
4. An estimate of the material necessary for the operation, and the annual cost of its repair and maintenance.
5. A schedule of highest rates to be demanded for fares and transportation.
6. Such other conditions as may be deemed proper.

ART. 18. Individuals and companies who may desire the concession of a railroad line declared to be of general service, shall address their petition to the secretary of public works, and must present with it the documents constituting the plan, and must also show that there has been deposited as a guaranty of the plan 1 per cent of the total cost of the works and material for the operation of the line, according to the estimates.

ART. 19. The plan being approved and the conditions of the concessions being

mutually accepted, the secretary of public works shall present to the chief executive¹ the document mentioned in article 17 of Division I.

ART. 20. When individuals or companies desire a declaration that the railroad line they propose to construct is of public service, they shall address their petition to the secretary of public works, together with a memorial and a general plan and profile of the line. The said secretary shall then give a hearing, at which the provincial representatives and the municipal corporations interested in the construction may be heard, as well as the corporations and authorities which, in their judgment, may shed light on the subject; and he shall then submit as a result of this hearing the form of law to the chief executive in order that the railroad be included in the plan of those of general service. This declaration being made, the proceedings determined by the articles of Chapter III to grant the concession, if there be grounds for it, shall be followed.

ART. 21. When two or more petitions are presented with different plans, so that a railroad of public service is declared of general utility, a hearing on all the plans, as provided for by the previous articles, shall be given, so that the law making the declaration shall redound to the benefit of the one offering greater advantages to the general interests of the country.

CHAPTER IV.

Privileges and general exemptions granted to companies holding concessions of railroads of general utility.

ART. 22. Foreign capital employed in the construction of railroads, and loans for this purpose, shall be under the protection of the government, and are exempt from reprisals, confiscations, or attachments by reason of war.

ART. 23. The following shall be granted to all railroad companies of general utility:

1. The public lands which the road and its appurtenances may have to occupy.
2. The rights which the inhabitants of the districts through which the line passes have to cut timber, to pasturage, and other rights shall be enjoyed by the employees and laborers of the companies, and for the care of its draft animals employed in the works.

3. The right to open quarries, gather loose stone, construct lime, chalk, and brick kilns, to deposit materials, and to establish workshops on lands adjoining the lines. If these be public lands, the right shall be used after giving previous notice to the local authority; but, if they be private property, or property of the province or municipalities, the lands may be used only after the parties have agreed, either by mutual consent or by virtue of the law of eminent domain, with reference to the temporary occupation.

4. The exclusive right to collect, while the concession lasts and according to the schedule of rates approved, the rates charged for passengers and freight, without prejudice to those belonging to other companies.

5. For the lines which can revert to the government, the exemption from the mortgage charges due on account of the charges for transfers of property, made by the construction of these railroad lines and their appurtenances, by virtue of the law of eminent domain, as well as those arising from contracts for the same purposes, made by the companies with individuals.

CHAPTER V.

Forfeiture of the concession of railroads of general service.

ART. 24. The declaration of the forfeiture of the concessions of a line of general service shall always be made after proceedings instituted in accordance with the regulations.

ART. 25. In order to declare the forfeiture of a concession the full council of state must be heard.

ART. 26. The holder of the concession may appeal from the decision of the government, declaring the forfeiture, to the administrative officers, where these matters are in controversy, within the period of two months from the day of publication in the Official Gazette.

¹The words "chief executive," as used herein, represents the chief administrative authority of the island, be it military or civil. If civil, and consisting of a chief executive and a legislative body, then it is used to represent both, jointly, as one.

If he does not appeal within this time the ministerial decision shall be considered as consented to, and there shall be no recourse whatever against it.

ART. 27. The forfeiture of a concession on account of failure to perform, attributed to the holder thereof, shall always be accompanied by the loss of the bond to the benefit of the government.

ART. 28. The concessions of railroads included in this chapter shall lapse in any of the following cases:

1. If the works are not commenced or finished within the time fixed by the law of concession, except in cases of force-majeure, so declared after proceedings, in which the full council of state shall be heard. When any of these cases occur, and are duly proven, the time prescribed by the secretary of public works may be extended for the period absolutely necessary, which can never exceed that fixed in the concession for the construction of the works. The extension having ended, the concession shall lapse if the provisions prescribed at the time of its execution are not fulfilled.

2. If the public service of the line be totally or partially interrupted, except in cases of force-majeure, declared to be such in the manner prescribed by the first paragraph of this article.

3. When the company owning the concession is dissolved by an administrative or judicial act, or declared in bankruptcy.

ART. 29. In the cases of forfeiture by dissolution or bankruptcy, the secretary of public works shall take possession of the works and of the fixed and rolling stock, taking charge of the operation through a council which he shall appoint, in which he shall give representation to the stock and bond holders and to the creditors of the lapsed company.

ART. 30. If, when the forfeiture is declared, the works have not been begun, the administration shall be freed from all liability to the holder of the concession. If any of the works had been executed, or all of them, they shall be sold at auction, awarding the concession to the best bidder. The new owner of the concession shall then pay the former owner the amount offered at the auction.

The basis for this auction shall be the amount, according to appraisals of the cost of the plan, the land purchased, the works executed, and the construction and operation material on hand, deducting the payments made to the concessionaire and delivered to the same in land, works, specie, etc. The appraisal shall be made by the engineers whom the secretary of public works may select and by the experts appointed by the concessionaire.

ART. 31. If no bidder appears at the auction mentioned in the preceding article, a new auction shall be advertised during the period of two months, and with the basis of two-thirds of the amount of the appraisal. If no bidders appear at this new auction, a third and last auction shall be advertised during the period of one month, without any fixed basis.

ART. 32. If at any of the three auctions referred to in the preceding articles bids were made within the advertised conditions, the railroad shall be awarded to the best bidder, who shall pay as a guaranty the amount of 5 per cent of the value of the works, to be executed in accordance with the concession; and the effect of this law shall be applicable to the new concessionaire the same as they were applicable to the former, and he shall be liable to all the provisions, substituting the former concessionaire in all his liabilities and rights.

ART. 33. From the cost of the works auctioned, which the bidder shall pay, as provided for by the previous article, the expenses of appraisal and auction shall be deducted, and the remainder shall be delivered to whom it may rightfully belong.

ART. 34. In case the concession is not awarded in any of the three consecutive auctions, the government shall take possession of the works, to continue them, if it be considered convenient, in accordance with the provisions of the law, without the original holder of the concession having the right to any indemnity whatsoever.

CHAPTER VI.

Conditions of construction to which that of railroads for general service must conform.

ART. 35. The railroads of general service shall be constructed according to the following conditions:

1. The gauge of the track or distance between the two interior sides of the rails shall be 4 feet 8½ inches for broad-gauge railroads.

2. The gauge of the tracks shall be 3 feet for narrow-gauge railroads.

3. The gauge of the track shall be 2 feet 6 inches for plantation railroads.

4. The other dimensions, as well as other conditions of construction, shall be fixed in each particular case by the secretary of public works.

5. The roads of general service may be constructed with one or two tracks.

ART. 36. When lines not included in the general system are to be established, the technical conditions mentioned in the preceding article may be modified, and those to which the line must conform shall be fixed in a special law, which must precede the concession.

CHAPTER VII.

Operation of railroads.

ART. 37. Every railroad shall have two distinct uses—for passengers and for freight.

ART. 38. The charges for each shall be fixed by the schedules of rates in force for each line, which schedules must be approved by the secretary of public works before becoming effective, and a revised schedule must be submitted for approval to the secretary of public works in the month of January of each year by each railroad company.

ART. 39. The document of conditions of the concession shall designate the special schedule of rates for certain services to the government, as well as those which are free. Among the latter is the carrying of the regular mails, which, as well as everything necessary for the operation of railroads, shall be determined by the secretary of public works.

ART. 40. From the carrying companies and from individuals who use their own materials the legal freight only may be demanded.

ART. 41. Every year that a railroad is in operation a revision of the schedules of rates shall be made.

If the government, without injury to the interest of the company, believes that the rates may be lowered, but the company does not agree to the reduction, it may, nevertheless, be made by an order of the secretary of public works guaranteeing to the company the total earnings of the last year and, besides, 10 per cent progressive increase of the earnings which they have had in the previous year.

ART. 42. The companies may at any time reduce the schedule of rates, as they may deem best, advising the secretary of public works.

ART. 43. When schedules of rates are to be changed, it shall be duly announced beforehand to the public.

ART. 44. There shall be established along the roads a telegraph line, the number of wires of which, and other conditions as to the general and official service, shall be determined in the document of conditions of the concession.

ART. 45. When the public service of the company is totally or partially interrupted, owing to its own fault, the government shall, as a matter of course, take the steps necessary to secure said public service temporarily at the expense of the company.

Within a period of six months the company holding the concession must prove that it has sufficient means to continue its operation; the company may cede the operation to another company or third person, after a previous special authorization of the government.

If even by this proceeding the service is not renewed, the concession shall be considered as forfeited, and, therefore, what is prescribed by the articles of Chapter V shall be complied with.

ART. 46. The operation of railroads belonging to the government shall be carried on by the government, or by companies which may contract for the service at public auction, as it may be best for the interests of the public.

ART. 47. In all concessions there shall be stated the right of the government to the necessary supervision and intervention, so as to keep the service of the railroad in good condition and to secure expenses and receipts of the company.

ART. 48. In the law and regulations to be made for the police of railroads there shall be determined whatever is proper for their maintenance and security.

CHAPTER VIII.

Plans for railroad lines.

ART. 49. The secretary of public works may authorize individuals or companies to make plans so as to collect the facts and documents which, according to the provisions of this law, are necessary to obtain the concession of a line. This authorization can not be understood as granting any right whatever against the government, nor limiting in any way the right which the department of public works has to grant equal authorizations to those who may want to study the same line.

ART. 50. The concession for plans shall be preceded by the deposit of the bond that the secretary of public works shall consider sufficient to answer for the damages which the said study may occasion in the lands traversed by the line.

CHAPTER IX.

Intervention of the government in railroads.

ART. 51. The secretary of public works shall decide all questions regarding the construction and operation of railroads, as well as the police of the same, and the compliance with the document of conditions, including the schedules of rates for storage, loading and unloading, and transportation.

ART. 52. The supervision as to the maintenance and operation of the railroads appertaining to the government shall be made through the secretary of public works.

The regulations and special instructions which may be ordered for the fulfillment of this law shall determine the organization of the personnel devoted to this service, the conditions of efficiency which the individuals of the said service must show when they are not experts of public works, and the duties of both.

CHAPTER X.

Railroads devoted to private use.

ART. 53. Railroads devoted to the operation of an industry or to private use may be constructed without any other restrictions than those imposed by the regulations as to safety and public health, provided that the works do not occupy or affect public property, nor that there be required for their construction the exercise of the right of eminent domain.

ART. 54. The right to seize by eminent domain can not be granted to a railroad included in the preceding article, nor the occupation of state lands; but public lands may be seized and occupied in conformity with the general law of public works.

ART. 55. When railroads devoted to the operation of an industry or to private use are of such importance that they are capable of rendering public service, the occupation of lands belonging to the state may be granted by means of a law and the right of eminent domain.

ART. 56. After the concession to which the preceding articles refer has been made, the individual or company obtaining it may construct the railroad and use it as he or it may deem best, with no further intervention on the part of the government than that relating to conditions of safety, police, and good government of property belonging to the public.

ART. 57. The individuals or companies who desire to construct and operate a railroad of those included in the preceding articles shall address their petition to the secretary of public works, accompanied by the plans.

ART. 58. The secretary of public works for his information shall request all the reports which he may deem proper.

ART. 59. These railroads, unless otherwise provided for in a special law, shall be granted by the government for ninety-nine years, whenever the occupation of public property is asked for.

When the railroads ask for the declaration of public utility it shall be the subject of a law.

CHAPTER XI.

Tramways.

ART. 60. Under the name of tramways are designated, for the purposes of this law, the railroads constructed on the public highways.

ART. 61. The approval of the plans of tramways which are to occupy the roads belonging to the state or province belongs to the secretary of public works.

The secretary of public works shall also approve, after proper proceedings in accordance with the provincial and municipal law, the plans of tramways, the development of which demands the simultaneous occupation of roads belonging to the state or to the province, and of municipal roads, or the streets of towns.

ART. 62. When the tramways are to be constructed on municipal roads, the approval of the plans shall belong to the chief officers of the districts or provinces, who, in order to grant it, must hear the engineers in chief of roads of the provinces.

ART. 63. In all cases when the power to be used is other than animal force, the approval of the plans of the tramways belongs to the secretary of public works.

ART. 64. The concession of tramways belongs to the secretary of public works, when the works are to occupy government highroads of two or more provinces, or shall simultaneously traverse highroads of the government, highways of the provinces

and of municipalities, after proper proceedings, in accordance with the provincial and municipal laws in the last two cases.

ART. 65. The concessions belong to the municipal council when the tramways occupy roads which are in charge of a single municipality. When they are essentially town roads it must be preceded by the approval of the secretary of public works.

ART. 66. Tramway concessions can not be granted for more than sixty years, and shall be subject to an auction in regard to the value of the concession.

ART. 67. In the regulations which shall be drawn for the compliance of the present law, the general conditions to which tramways must conform in relation to the technical conditions, as well as to the steps to be taken in the granting of the concession shall be stated.

ART. 68. In the document of special conditions, which must form part of the concession of every tramway, the special conditions shall be determined, which, besides the general ones to which the previous article refers, are to govern in matters of construction and operation.

ART. 69. The provisions of the present law shall not invalidate any of the rights acquired previous to its publication, and in all compliances with the then existing legislation.

ART. 70. All laws, decrees, and other provisions previously existing, which are in opposition to the present law, are hereby repealed.

DIVISION II.

TITLE I.

Provisions for the preservation of public roads applicable to railroads.

ARTICLE 1. The laws and regulations of the administration as to highways are applicable to railroads when their object is:

1. The preservation of trenches, drains, walls, buildings, and other kinds of works.
2. The rights (servitudes) for the preservation of the roads charged on the adjoining cultivated lands.
3. The servitudes on these lands as to laying out lines, constructions of all kinds, opening of ditches, free course of water, planting, pruning of trees, working of mines, lands, places for dumping refuse ore, quarries, and any other whatsoever. The zone to which these rights extend is 20 meters on each side of the railroad.
4. The prohibitions the object of which is to prevent all kinds of damage to the road.
5. Prohibiting the placing of hanging or projecting objects which may inconvenience or endanger persons on the road.
6. Prohibiting the establishment of deposits of materials, stones, earth, manure, products, or any other thing which may impede free transit.

TITLE II.

Provisions for the preservation of roads which refer especially to railroads.

ART. 2. Along the whole distance of the railroad neither the entry nor the grazing of cattle shall be allowed. If the railroad has to cross a highway where cattle pass, the railroad shall always cross without changing or stopping the progress of the trains, and in the manner provided for as a general rule for that crossing.

ART. 3. In the future, in a zone of 3 meters on each side of the railroad, only fencing walls shall be constructed, but no façades having openings or projections. This provision does not refer to buildings constructed before the promulgation of this law or the construction of a railroad, which may be separated and maintained in the condition in which they are, but can not be rebuilt. If it be necessary to demolish or change a building for the benefit of a railroad, the proceedings shall be according to the provisions of article 2 of this law.

ART. 4. Within the zone indicated in paragraph 3 of article 1 no buildings may be constructed covered with thatch or other combustible materials when the railroad is operated by means of locomotives.

ART. 5. The prohibition to establish deposits of materials, earth, stones, or anything mentioned in the sixth paragraph of article 1, in the case of railroads, includes 5 meters on each side of the road as to objects not inflammable and 20 meters as to inflammable objects.

ART. 6. The prohibition of the preceding article shall not be operative when—

1. The deposits of incombustible material shall not be higher than the road, when the latter is on an embankment.

2. The deposits of materials to be employed for fertilizing and cultivating lands, and harvests during their gathering, are temporary; but in case of fire due to the passing of locomotives the owners shall have no right to an indemnity.

ART. 7. The chief executive may authorize, after hearing the secretary of public works, the deposit of unflammable materials; but the authorization shall be revocable at his will. The chief executive may refuse to authorize deposits of inflammable materials.

ART. 8. The railroads throughout their length shall be fenced on both sides. The secretary of public works, after hearing the company, in case there be one, shall determine for each line the manner in which and time when the fencing is to be made. Likewise, if the railroad is owned by an individual, then the latter or his representative will be heard.

TITLE III.

Provisions as to the preceding titles.

ART. 9. The distance fixed in paragraph 3 of article 1 and in articles 3 and 5 of this law shall be measured from the lower line of the walls of the embankment of railroads, from the upper line of the clearing and from the outer border of the trenches. If there be no such lines, the measures shall be from a line drawn a meter and a half from the outside of the railroad. The regulations will fix the minimum distance from the stations at which buildings may be constructed or deposits established.

ART. 10. The secretary of public works, in special cases, may reduce the distances to which the preceding article refers, and after the proper steps are taken, showing the necessity or convenience of the reduction, and if no harm is done to the regularity, preservation, and free transit of the road.

ART. 11. Whenever there exists individual rights previous to the construction of a railroad or the publication of this law, which rights can not be enforced, or if it be necessary for utility of the railroads, the established rule shall be observed as to forcible condemnation by reason of public utility, and also the provisions of the laws of public works and the regulations issued for their execution by the administration.

TITLE IV.

Offenses of owners of concessions and lessors of railroads.

ART. 12. The owner of the concession or the lessor for the operation of a railroad who shall not comply with the general document of conditions, or the special ones of the concession, or the resolutions for the execution of these clauses in everything referring to the operation of the lines, or of the telegraph, or as to navigation, or use of all roads or free course of waters, shall incur a fine of \$50 to \$500.

ART. 13. The owner of the concessions or the lessor shall also be obliged to make amends for the errors and damages caused within the time fixed. If he does not do so, the administration shall do it, demanding from him the amount of the expense and attaching the earnings of the stations.

ART. 14. The owners of the concession or lessors of the railroads shall be responsible to the government and to individuals for damages caused by the managers, directors, and other employees in the service and operation of the railroad and telegraph. If the railroad is operated by the government, the government shall be subject to the same liability in regard to individuals. Let it be understood that what has been stated in this article is without prejudice to the personal liability which managers, administrators, engineers, and all classes of employees may incur and the discretionary authority which in cases of strikes, disturbances of public order, and conspiracies appertains to the government.

ART. 15. The secretary of public works, without intervening in the appointment of the employees of the companies for the service of operating the railroad, may require the company to dismiss the employees whom he may consider dangerous to the safety of passengers and the maintenance of public order.

TITLE V.

Transgressions and crimes against the safety and preservation of railroads.

ART. 16. Anyone willfully destroying or damaging a railroad or placing obstacles on it which shall obstruct the free transit or cause the derailling of a train shall be punished with imprisonment. In case the train has been derailed the imprisonment shall be in the penitentiary.

ART. 17. In case the destruction or damage is caused in time of rebellion or sedition and the authors of the crime do not appear, the principal authors or leaders of the sedition or rebellion shall incur the penalty imposed in the previous articles.

ART. 18. The provisions of the preceding articles shall be understood to be without prejudice to the civil and criminal liability which the guilty parties may incur for crimes of homicide, wounds, and injuries of all kinds which may occur and for those of rebellion and sedition.

ART. 19. When two or more penalties concur, the judges and courts shall impose the greater in its maximum degree.

ART. 20. Those who threaten the commission of a crime included in articles 16 and 17 shall be punished with the penalties provided for in the penal code. The scale therein established shall be observed, but always imposing the maximum degree, and, when the degree shall be fixed, the next highest one in its minimum degree.

ART. 21. Whosoever, through ignorance, imprudence, or by reason of negligence or failure to comply with the laws and regulations, causes the railroad or its dependencies some damage which may injure persons or property, shall be punished according to the penal code.

ART. 22. The engineers, conductors, brakemen, station masters, telegraph operators, and other employees charged with the service and care of the lines who abandon their respective posts while on duty shall be punished with the same penalties. But if some injury is occasioned to persons or things they shall be punished with the penalty of correctional imprisonment or minor imprisonment.

ART. 23. Those who interfere with the railroad employees while performing their duty shall be punished with the penalties which the penal code imposes on those who resist the agents of the government.

ART. 24. Those who violate the regulations included in Titles I and II of this law, the regulations of the administration, and the orders of the government as to police, safety, and operations of railroads, shall be punished with a fine of \$15 to \$150, according to the gravity and circumstances of the case and its perpetrator. If, according to the penal code, they have incurred a graver penalty, only the latter shall be imposed. In case of recurrence of the crime the fine shall be from \$30 to \$300.

ART. 25. Those not paying the fine imposed upon them shall be liable to execution against the person, according to the provisions of the penal code.

ART. 26. Without prejudice to the penalties stated in the preceding articles, those who shall have infringed the regulations of this law, shall destroy the excavations, constructions, and covers, take away the deposits of inflammable material, or of any other kind which may have been made, and repair the damages occasioned in the railroads. The mayors shall fix a time for the performance, after hearing the representative of the administration of the railroad or the company itself. If within the time fixed this shall not be done, the government shall do it at the expense of the party who may have disobeyed. In this case the collection of the expenses shall be made in the same manner as that of taxes.

TITLE VI.

Procedure.

ART. 27. Those who commit crimes punishable under this law shall be tried in the ordinary way, whatever be their right to other trial.

ART. 28. Those who have only incurred a fine shall be excepted from the provisions of the preceding articles. For the imposition of the fines the following rules shall be observed:

1. The right to inform belongs to the people.
2. The denunciations shall be made to the municipal judges in whose districts the transgression was committed.
3. The proceedings and steps in these actions shall be ones provided for in cases of common transgressions.
4. The testimony of those in charge of the management of the road and the sworn guards shall be sufficient, except when there is evidence to the contrary.

5. Municipal judges shall see to the fulfillment of the penalties imposed in these cases.

ART. 29. The penalties imposed on the owners of the concessions or lessors of the railroad in the cases mentioned in article 12 may only be imposed by the chief executive after hearing the interested parties, the chief engineer of the division, and the secretary of public works. The fines imposed by the Government on the owners of concessions or lessors of railroads shall not be permitted, except by the secretary of public works, after a rehearing of the case.

DIVISION III.

CHAPTER I.

Formalities necessary for the declaration of the general service of a railroad line not included in the plan of the state.

ARTICLE 1. The lines of general service constituting the plan of this class of work having been fixed by article 4 of the law of railroads, in order to make any change in the said plan the formalities expressed in the said law and the provisions of these regulations must be complied with.

ART. 2. Whenever it may be deemed necessary or convenient to add a railroad line to the lines of general service a preliminary plan of the same must be made, in conformity with the provisions for such cases, carrying out the general law of public works. This preliminary plan shall consist of the following documents:

1. An explanatory memorial, in which a general description of the work shall be made, and the convenience of the line and the utility of the railroad, the construction of which is to be of general interest, shall be shown.

2. A general plan and a longitudinal profile which shall show the direction to be followed by the line and shall demonstrate the possibility of its realization within technical conditions acceptable in this class of roads.

3. An estimate, as near as possible, of the cost of the railroad, including the rolling stock necessary for its operation.

4. The principal items of the schedule of fares and freights which are to be adopted for the operation of the work; and

5. Statistical data as to the probable business of the road which it is proposed to construct, so as to be able to judge of the advantages to be derived from its construction. The preliminary plans shall be drawn subject to the existing instructions or those ordered for the purpose by the secretary of public works.

ART. 3. When the initiative to include a line in the plan comes from the government, the secretary of public works shall have the preliminary project, to which the preceding article refers, drawn up in accordance with such special instructions as he may consider proper. The said initiative may come also from a municipal council or any other official corporation, and also from individuals or companies who are interested in the construction of the line, as provided for in article 20 of Division I. In this case the interested corporations or individuals shall present to the secretary of public works a petition, accompanied by the preliminary plan and the documents referred to in the preceding article.

In all cases where the declaration of general service is asked for the petition shall be published in the Gazette and official bulletins of the locality, granting a month for the presentation of petitions by other private corporations or companies, which may ask the same declaration in their favor. Those wishing to make use of this right shall present their petition within the time fixed, accompanying it with the proper preliminary plan, in order that the proceedings provided for by article 20 of Division I may be followed.

ART. 4. The preliminary plan or plans admitted shall be submitted in the report provided for by article 20 of Division I, to which these regulations refer, and the regulations for construction of public works. After this formality has been complied with the papers shall pass to the secretary of public works for report as to the technical part of the work, as well as to the propriety of the declaration of general service, and as to which of the petitions should be preferred.

ART. 5. In view of the results of the proceedings mentioned in the preceding articles, the secretary of public works shall decide as to the propriety of the declaration requested and as to the preliminary plan which should be preferred. If the decision be in the negative the matter shall be considered ended without further action, returning the preliminary plan or plans, as the case may be, to the corporations or individuals who may have presented them. If the decision be favorable the secretary of public works shall present to the chief executive the proper form of law,

accompanied by all the documents relative to the report and the preliminary plan which shall have deserved the preference. The law having been promulgated, the line shall be declared of general service, being included in the general plan of railroads of this class and considered as a public utility for the purposes of the law of eminent domain, all in conformity with articles 4 and 5 of Division I.

ART. 6. When the declaration of general service shall be asked for in favor of a line devoted to the operation of mines, the proceedings indicated in articles 2 to 5 in Division III shall be followed, but to the report referred to in article 4 of Division III shall be added another of an expert as to the importance of said minerals, as provided for in article 5 of Division I. A similar procedure shall always be followed when it is a question of projected branches for important industrial centers, hearing in these cases the local authorities and the boards of trade and agriculture of the interested localities.

CHAPTER II.

Construction of railroads by the government.

ART. 7. Whenever the government shall consider it necessary or proper to proceed with the construction of a railroad, declared of general service, with government funds, and by administrative methods or by the usual contract, the secretary of public works shall appoint an engineer, who shall make the proper plans therefor. The engineer appointed for the purpose shall, above all, make an estimate of the expenses occasioned by the plans, according to article 4 of Division III, complying with what is prescribed in said article as to the approval of the estimate.

ART. 8. The documents shall constitute all railroad plans which the government may order drawn, shall be those usual for such work as stated in the regulations for the execution of the general law of public works, and shall be drafted according to the following provisions:

1. The memorial shall include the description of the line and of the works of greater importance. The number, class, and situation of the stations, and a plan of the laying out of the lines and level, with a statement of the curves of the line.

2. A general plan and longitudinal profile of the line, as well as the plans and profiles by sections, and in case of buildings included in the project there shall be added all the necessary details and notes to give a complete idea of the plan.

3. In the document of conditions a description of the work shall be made and the requisites shall be stated which the materials employed in said work must have, as well as everything relating to manual labor and employment in the works.

4. The estimate shall contain the details, cubic measurement, prices of the work to be done, and other facts necessary to show the total cost of the railroad. All these documents shall be drawn according to the forms used for drafting railroad plans, or according to those provided for in the future, as well as those general rules of the service and special instructions which the secretary of public works may deem it proper to order.

ART. 9. To the said documents mentioned in the previous article, which are those constituting the plan in its technical part, the following shall be added:

1. A detailed statement of the material which may be necessary for the construction and operation of the railroad.

2. A detailed schedule of the maximum passenger and freight rates, with instructions giving the proper rules for the application of the schedule.

3. Statistical facts as to the probable business of the proposed railroad, calculating in view of such facts and the application of the schedule what profits shall accrue from the construction of the work. For drafting these documents the existing provisions, or those ordered in the future for the purpose, shall be taken into account.

ART. 10. In case the province or towns interested in the construction of a railroad shall obligate themselves to help the government, sharing with it the cost of construction, there shall be added to the papers a memorandum in which the obligations contracted by the said corporations shall be formally stated, with the specifications of the aid offered and the time when it shall be paid to the government.

ART. 11. The secretary of public works may submit of the reports of the corporations such parts as he may deem competent of the plan and documents referred to in the previous articles. These formalities being complied with, the plan may be approved by the government.

ART. 12. The plan of a railroad having been approved, a proper form of law shall be presented to the chief executive, asking authorization for the construction of the line. Said authorization having been obtained and funds having been appropriated for the purpose, the construction of the line shall be proceeded with, according to the plan, and the technical and economic conditions annexed to it, and according to

the regulations for the execution of the general law of public works, the towns and provinces, interested in the proper case, being obliged to pay the government the aid which they may have offered.

ART. 13. The construction of a line being finished, it shall be determined by the government if the operation of a railroad shall be by the government or by contract. If the work is to be by contract the contractor shall receive the earnings according to the schedule approved for the use and operation of the railroad during the time which shall be stipulated, and shall deliver every year to the government a sum as compensation for the expenses incurred in the construction of the line. The contract shall always be made by public bids, which shall refer to the most advantageous payment to be made, as provided for in the last paragraph.

ART. 14. For the lease of the operation of a railroad constructed by the government the proper document of conditions shall be carried out, which shall be approved by the secretary of public works. In the said document there shall be stated:

1. The annual sum to be paid by the contractor, which is to serve as a basis for the bids.

2. The number of years during which the contractor is to enjoy the receipts of the earnings fixed in the schedules.

3. The rolling stock which is to be used in the operation, whenever it is stipulated that the stock is to be paid for by the contractor and not by the government.

4. That the maintenance and repair of the work of all kinds, and that the rolling stock shall be at the expense of the contractor, during the term of the contract.

5. That the contractor is bound not to interrupt the service, unless by reason of force majeure, and to deliver the road, in good condition for service, at the expiration of the contract, a similar declaration, if deemed proper, being made as to the rolling stock.

6. The causes for the rescission of the contract and the consequences of that rescission; and

7. All the other provisions considered proper, as provided for in such cases by regulations for the execution of the law of public works, the same regulations in cases of concession.

CHAPTER III.

Construction and operation of railroads by concessions to individuals or companies without subsidy or aid of public funds.

ART. 15. The lines of general service, the plans of which may have been studied by the government, may be constructed by granting concessions through individuals or companies, in conformity with provisions of the general law of public works, and the regulations for its execution, according to whether the lines be constructed without any aid whatsoever or with subsidies. In the construction of a railroad by concession, the general conditions fixed, or which may in the future be fixed, shall govern, as well as the technical conditions forming part of the plan and the special and economic conditions which may be stipulated in each case.

Those conditions undetermined in the general one shall be made special; also the schedule of rates, the dates on which the work is to begin and end, the amount of bond to be given, and the other special clauses which may be determined on for the granting of the concession.

ART. 16. The study of a line declared of general service may be made by individuals or companies, provided these shall petition and obtain the superior authorization which is required for that purpose by article 49 of Division I. The authorization shall be granted with the formalities stated in article 50 of Division I and the regulations of the general law of public works. The plans which may be presented by individuals shall consist of the same documents and be drafted in the same form as those mentioned in articles 8 and 9 of Division III.

ART. 17. The individuals or companies who ask for a concession of a line declared of general service without subsidy shall present to the secretary of public works a petition, accompanied by the complete plan of the road, drawn according to the provisions of the previous article, and by the documents showing that the deposit of 1 per cent of the amount of the estimate has been made. Plan being presented, the petition shall be published in the Gaceta and in the official bulletins of the interested localities, granting a time of thirty days, which can not be extended for the admission of other petitions for concessions which may be better than the one presented, according to the provisions of the general law of public works.

ART. 18. If the time fixed in the previous article has elapsed, and no other new plan has been submitted, that of the petitioner shall be sent to the engineer in chief

of the proper division, so that he may compare it on the ground and report as to the plan of the line. The expense of the comparison shall be borne by the petitioner, who must deposit the amount in the treasury, as is provided for in the regulations for the execution of the general law of public works. After the project has been returned by the engineer in chief it shall be submitted for the report provided for in article 16, Division I, and afterwards passed to the secretary of public works, whose opinion shall not only refer to the technical part of the plan, but also to the examination of the proposed schedules and other circumstances which are to be taken into consideration in granting the concession, as stated in article 18 of Division I.

ART. 19. If, after all the steps are taken, it be necessary or advisable to modify the plan, either in its technical or economic parts, or in the condition under which the concession is to be made, it shall be returned to the petitioner for him to make the proper corrections within the time fixed for the purpose, or for him to withdraw his petition if it be not convenient for him to modify his plan. When the interested party shall not be satisfied with what is finally decided by the government as to the points in controversy, the plan shall be considered abandoned, and shall be returned to the petitioner together with the deposit which may have been made.

ART. 20. In the case to which the preceding articles refer, namely, when it is the question of a petition for a concession without subsidy, and for which only one proposition shall have been presented, said concession shall be granted without the formalities of public auction, but always by means of a law, as provided for in article 19, Division I. To this end the secretary of public works shall present to the chief executive the proper form of law, accompanied by all the documents mentioned in article 17 of Division I and in the corresponding articles of these regulations.

ART. 21. The law to which the preceding article refers being passed, and the bond of 5 per cent of the amount of the estimate being deposited within the time fixed by article 9 of Division I, there shall be issued to the interested parties, or to the company which may have solicited the concession, the proper instrument, making the contract a public document, and including in it, verbatim, the document of general conditions, the special law of concessions, the special and economic conditions, and schedule of maximum rates. During the number of years fixed by the law of concession, which shall not exceed ninety-nine, the owner of the concession may operate the road and enjoy the privileges and exemptions mentioned in chapter 4 of Division I, as well as the right to seize by eminent domain, according to existing provisions, the lands and the buildings necessary for the construction of the work.

ART. 22. The owner of the concession shall proceed in the construction of the work according to the conditions of the concession, and under the inspection which appertains to the government agents, as determined by the general law of public works. During the construction no changes or modifications may be introduced which shall not have been duly authorized, after reports of the engineers in charge of the inspection and supervision of the works and the opinion of the secretary of public works. The bond of 5 per cent shall not be returned to the owner of the concession until he shall show that he has work completed of a value equivalent to a third of the amount of that embraced by the concession, as provided for in article 10 of Division I.

ART. 23. The work being all concluded, the owner of the concession shall make, at his own expense, with the assistance of the government engineers, the survey and detailed plan of the railroad and all its appurtenances, drawing also a descriptive plan of the stations, bridges, buildings, and constructions which may have been made. Of each of the documents and plans mentioned in the preceding paragraph, and of the notes of the survey, a copy properly legalized shall be delivered by the owner of the concession to the secretary of public works during the first year of the operation of the line or section of the line to which they refer.

ART. 24. A railroad or part of it shall not be placed in operation without the authorization of the secretary of public works, after a report of the examination of the work and construction material, drafted by the government engineers charged with the inspection, and in which it shall be declared that the railroad may be opened to the public. Said report shall be sent to the government by the highest local authorities of the proper locality with his own report.

ART. 25. The companies owning concessions shall operate the railroads during the years fixed by their concessions in conformity with the approved schedule and according to the conditions which may have been stipulated for its application. The said companies shall draft the necessary regulations for the good service, administration, and operation of their lines, submitting the regulations to the approval of the secretary of public works when they affect the safety of the operation or the relations of the public to the companies. The owners of the concessions are at liberty to choose,

without any other restrictions than those imposed by existing provisions, the personnel of all classes for the construction and operation of the line, as well as the organization of the personnel, and everything pertaining to the internal government of the company. The secretary of public works shall exercise through his agents the inspection and supervision which belongs to him by law, not only as to the expert, but also as to the administrative supervision, the companies owning concessions complying with the orders which the said agent shall communicate with them within the scope of their authority and according to the provisions in such cases.

ART. 26. Companies shall be obliged to keep in good condition the railroad and its appurtenances, so that travel may be constant, easy, and safe. All the expenses for maintenance and repairs, ordinary as well as extraordinary, shall be defrayed by the companies. The railroads shall be considered and cared for like other public roads.

ART. 27. Whenever the government may consider it proper to revise the schedule in conformity with the right which is given it by article 41 of Division I, it shall proceed, whatever may be the change intended, to an investigation, in which there must be heard without fail the company owning the concession, or any person who may be interested in same and appears to be heard.

After the investigation has been concluded there shall be ordered, in a proper case, the reduction to be made in the schedules; and, if the company owning the concession does not consent to the reduction, the secretary of public works shall submit to the chief executive the proper form of law to carry the reduction into effect, and to determine the means for guaranteeing to the owner of the concession the earnings of the year preceding the revision and the progressive increase of the receipts which the railroad may have had in the previous year.

ART. 28. Besides the cases of forfeiture provided for in article 28 of Division I, there shall be also those determined by the special law of concession and by the general law of public works.

ART. 29. For the purpose of article 28 of Division I, the following shall be considered cases of force-majeure:

1. Floods or rising of rivers, whenever they are greater than those that by tradition or in any other trustworthy manner are known to have occurred in more or less distant epochs.
2. Fires occasioned by the electricity of the atmosphere.
3. Epidemics.
4. Earthquakes.
5. The sinking of the earth and landslides, where the work is constructed or to be constructed, as well as the breaking off of great blocks or masses of mountains or extraordinary landslides.
6. The destruction caused in time of war by belligerent forces or those occasioned by sedition of the people.
7. Robbery by mobs and violent destruction; and
8. In general those extraordinary accidents, the effects of which are evidently irresistible.

ART. 30. Whenever the owner of a concession shall ask for an extension to finish the works of his concession, based on damages produced by an unforeseen accident, he shall address himself to the secretary of public works within the period of twenty days, which can not be extended, counted from the date of the occurrence, stating the damages which have occurred or injuries occasioned, the causes to which they may be attributed, the means employed to avoid the damages, and the time which, in his judgment, shall be required for the repairs.

After hearing the chief engineer of the division to which the line belongs, the secretary of public works shall draft an interrogatory, so that it shall serve as a basis for the investigation to be made of the fact. In this investigation the municipal councils of towns in which the damage may have occurred, the chief engineers of the same as well as those of the proper railroad division shall be heard.

The proper authorities shall direct the investigation in whatsoever refers to their localities, and after it has been concluded the paper shall be sent with their report to the secretary of public works. The full council of state shall finally be heard in conformity with the provisions contained in paragraph 1 of article 28 of Division I.

ART. 31. The provisions of the preceding article having been complied with, the secretary of public works may extend the time fixed in the law of concessions, bearing in mind the provisions of said article 28 of Division I.

Similar proceedings shall be instituted when the owner of the concession shall desire to avoid forfeiture because of the total or partial interruption in the operations of the railroad by reason of unavoidable accidents or of force-majeure; the request in such case shall be passed upon by the secretary of public works.

ART. 32. The proceedings for forfeiture of a concession may be commenced by the

secretary of public works on his own initiative, or by virtue of the complaint of any citizen. The official or corporation which may consider that there is a case of forfeiture, shall address the secretary of public works in a memorial, giving the reason on which the appeal is based. This petition shall be passed to the owner of the concession, so that he may answer the charges, and afterwards, on this basis, an investigation shall be made by the authorities of the interested localities in which the authorities and corporations mentioned in the first paragraph of the present article shall be heard, and, lastly, said authorities shall submit the result of their investigation to the secretary of public works.

The papers shall again be passed to the owner of the concession, fixing a time, which can not exceed thirty days, for him to state whatever he may consider best in his defense, after which the full council of state shall be heard. In view of the report, if it be proper, the forfeiture shall be declared by the secretary of public works. The owner of the concession may appeal from this decision, according to the provisions of article 26 of Division I.

ART. 33. The consequence of the declaration of forfeiture of a railroad line shall be those specified in articles 29 to 33, inclusive, of Division I.

When a concession is finally declared forfeited in order that the said provisions shall take effect, the engineers of the government appointed by the secretary of public works and the experts appointed by the concessionaire shall proceed to the contradictory survey and valuation of the work constructed in the line, the material collected for the same, the rolling stock devoted to its operation, as well as all kinds of buildings and appurtenances. The survey and valuation shall be adjusted to the rates of the estimate which accompanied the plan of the road, and a memorial explaining the operations made shall be added, stating the condition of the work and material at the time the appraisal is made, and the real value, if they have suffered any damage by reason of age or wear, or by defects of construction, as well as the plans of the road, and of all kinds of buildings and work. Should any difference of opinion about the appraisal exist between the government engineers and the representatives of the company, each party shall make a separate report, stating the facts about which there is any difference and the grounds thereof.

ART. 34. The valuation of the work and materials, made in conformity with the provisions of the preceding article, and duly approved afterwards by the secretary of public works, shall serve as the basis for the application of articles 29 to 33, Division I. From the final amount of the appraisal, the bond, or part of it, returned, at the time of the declaration of forfeiture, to the owner of the concession, shall be deducted, according to the general law of public works, and article 27 of Division I. The expenses of the appraisals shall also be deducted, and the remainder shall be the basis for the action referred to in the articles mentioned of the said general law.

ART. 35. At the expiration of the time of the concession the government shall take the place of the company owning the concession, with all the rights of property to the lands and work mentioned in the said statement or plan, referred to in article 15 of Division I, and shall immediately enter into possession of the railroad, together with all its appurtenances and earnings.

The company shall be obliged to deliver, in good condition for service, the railroad and its appurtenances, such as stations, wharves, stores at the starting and terminal points, guard and watch houses, offices, etc.

It shall also be obliged to deliver, in good condition for service, the rolling stock in the minimum amount determined by the special conditions of the concession.

ART. 36. Two years before the legal termination of the concession the secretary of public works shall appoint an engineer or a commission of engineers to make the general examination of the line and of all its dependencies, as well as of the rolling stock of all kinds and other material which the owner of the concession is to deliver to the government, according to the preceding article. The secretary of public works shall be immediately advised of this examination, and in view thereof shall order whatever is necessary, so that the work, building materials, and other appurtenances shall be in good condition on the day when the owner of the concession refuses to obey the orders communicated to him, the secretary of public works shall order their execution at the expense of the company, even if for the purpose it shall be necessary to attach the earnings of the railroad.

ART. 37. On the day of the expiration of a concession the company owning the concession shall make formal delivery of the road, its material and appurtenances, according to the stipulated condition, to whomsoever the secretary of public works shall appoint, with a detailed inventory, and according to the special instructions in the premises. A memorandum of the delivery shall be drafted and signed by the representative of the secretary of public works and the concessionaire. The document shall be forwarded to the secretary of public works, without whose approval the delivery shall not be considered valid.

ART. 38. The memorandum of delivery being approved, the road with all its appurtenances and material shall pass into full possession of the government, its operation being carried on at the expense of the State and under the secretary of public works.

If the government should decide that the operation is to be made by contract, the provision of articles 13 and 14 of Division III shall be followed, the company whose concession has terminated being preferred on equal conditions, if the said company shall see fit to make use of the right conferred upon it by this article.

ART. 39. If, within the time fixed in article 17 of Division III, one or more petitions for concessions have been submitted, an examination on the ground stated in article 18 of Division III shall be made of each plan submitted, as well as the investigation provided for in the regulations of the general law of public works. This investigation shall be enlarged so as to compare the plans submitted, in order to ascertain if anyone deserves the preference. The council of state shall then make a report thereon of the preference to be given to one of the plans in competition, being determined by a decree of the chief executive so as to grant the concession requested to its author, and to return the plans as well as the corresponding deposits to the individuals or corporations which presented the same.

The proper law having been promulgated, according to the provisions of article 20 of Division III, the subscriber of the accepted proposals shall be declared the owner of the concession, after he has fifteen days, counting from the date in which the order granting the right is communicated to him.

ART. 40. If it be found from the investigations, in the opinion of the secretary of public works, that among the best propositions of petition for the concession of a railroad line, there is an equality of conditions in two or more of the said propositions, the concessions shall be made after the bidding at a public auction, in which the first plan presented shall serve as a basis, provided its author shall be satisfied with the changes he may have had to make according to the provisions of article 19 of Division III.

If he should fail to agree, the plan which is to serve as a basis for the auction shall be designated, according to the provisions for such cases of the regulations of the general law of public works.

ART. 41. The plan which is to serve as a basis for the bidding being determined, and before presenting to the chief executive the form of law of the concession, an appraisal of the plan shall be made, complying in all respects with the provisions of the regulations for the execution of the general law of public works.

This formality being complied with and the law of concession being promulgated, the auction shall be advertised for one month. At the auction not only the subscribers to the proposals presented and admitted may participate, but all those who may desire to do so and show a certificate of having deposited 1 per cent of the amount of the estimate made.

The proceedings to be followed at the auction shall be the same as those provided for in the regulations of the general law of public works, the concession being declared granted to the bidder offering the best terms, with the understanding that the subscriber of the plan which has served as a basis for the auction is to have the right to collect from the auction sale the value of the said plan.

ART. 42. The concession being approved, the owner of the concession shall deposit within fifteen days from the date on which the decision of the auction shall be communicated to him the bond of 5 per cent of the amount of the estimate which served as a basis for the auction. To this end the proper communication shall be personally delivered to him; a receipt shall be exacted in which the date of its delivery shall be stated.

In case the author of the plan which has served as a basis for the auction should not be the owner of the concession, he shall prove by a trustworthy document, within a month from the date mentioned in the preceding paragraph, that he has paid the author of the said plan the amount of the appraisal to which paragraph 1 of the preceding article refers.

ART. 43. The party obtaining the concession of a railroad line in any of the cases and terms provided for in articles 39 and 41 of Division III shall have the obligations and shall enjoy the rights which are stated in the existing laws for concession of works without subsidies, and, finally, in the construction of the works and in the operation of the railroad there shall be observed, as to the concession, the provisions of articles 22 to 37 of Division III.

CHAPTER IV.

Construction and operation of a railroad by concession to individuals or companies subsidized with public funds.

ART. 44. When the government itself shall have made the plans of a railroad line in the terms provided for in articles 7 to 9 of Division III, and shall deem it proper to



CENTRAL AND RAILROAD OF SANTA CATALINA PLANTATION.



BALLASTING TRACK OF PLANTATION RAILROAD, SOUTH OF GUINES.



CENTRAL AND RAILROAD OF PELAYO PLANTATION NEAR AGUACATE, INGENIO ROSARIO.



RAILROAD BUILDING IN EASTERN CUBA, GIBARA AND HOLGUIN RAILROAD.



SCENE ON SANTA GERTRUDIS PLANTATION.



GRADING THE GREAT CENTRAL RAILROAD NEAR SAN LUIS, SANTIAGO PROVINCE. /



RAILROAD BUILDING THROUGH MAHOGANY AND CEDAR FORESTS, CENTRAL RAILROAD,
SANTIAGO PROVINCE.



GRADING THE CENTRAL RAILROAD, 3 MILES WEST OF SAN LUIS; MOGOTE MOUNTAIN TO THE LEFT.



PUSHING THE BUILDING OF A RAILROAD THROUGH A CUBAN HARD-WOOD FOREST, CENTRAL RAILROAD, 10 MILES WEST OF SAN LUIS.

have it constructed by concession, granting a subsidy therefor, a hearing shall be had as to the plan and as to the necessity for a subsidy, and its nature and amount, the public and the local authorities being heard. After this formality is complied with, and in view of the result of the hearing, the secretary of public works shall submit to the chief executive the proper form of law, in which there shall be stated the clause of the concession, the schedule according to which it shall be operated, the number of years which the concession is to last, the aid to be given to the owner of the concession, the form and time of paying the subsidy, and the other requisites provided for by the laws and regulations.

In the same form of law there shall be fixed the proportion and form in which, together with the government, the province, and towns interested in the line, are to contribute to the subsidy granted.

ART. 45. The law of concession being sanctioned and promulgated, the line shall be offered at auction within a period of one month. The public sale shall be held according to the existing instructions, and in order to take part in it the bidders must deposit beforehand, at the place designated by the advertisement, a sum equal to 1 per cent of the amount of the estimate approved.

The subsidy fixed shall serve as a basis for the auction, and the object of the proposals shall be the reduction of the said subsidy.

ART. 46. If the subsidy fixed consists of the delivery to the company of certain works constructed at the expense of government, the bidding shall be first on the reduction of the schedules.

If there be two or more of the most advantageous propositions apparently equal, new bids shall be required; and if none of the interested parties make any proposition whatsoever in this new building, he who shall have obtained the lowest number in the drawing by lot, which shall have preceded the opening of the proposals in the first bid, shall be declared the best bidder.

The record of the auction being made, and it being approved by the secretary of public works, he who shall appear as the best bidder in the first or second bids referred to in the previous articles shall be declared the owner of the concession.

ART. 47. If the subsidy consists of the delivery to the company of a part of the invested capital, which part is to be fixed exactly in the law of concession, the auction shall be first on the reduction of the amount of the subsidy, and afterwards, in case of equality of proposals, in the number of years of the concession, all in strict accordance with the provisions for such cases of the regulations of the general laws of public works.

ART. 48. When the subsidy consists in granting the constructor of the line the right to take advantage of other works constructed for public use, compatible with the use of the railroads, or in the exemption of the duties on material of construction or operation, the auction shall be in the first place on the reduction of the schedules, and then on the reduction of the number of years of the concession, proceeding in all matters according to the provisions of article 46, Division III.

ART. 49. The owner of the concession shall deliver at the proper place and at the time fixed in article 9 of Division III a bond equivalent to 5 per cent of the estimate approved; the said amount shall not be returned until all the works included in the concession shall have been entirely finished. The bond being given, the construction of the works shall be proceeded with according to the clauses and conditions of the concession.

ART. 50. If the subsidy consists of works already constructed by the government, they shall be delivered to the owner of the concession after making an inventory and appraisal of them, which shall be inserted in the proper record, the owner of the concession signing the receipt therefor.

If the aid consists of the delivery of a sum in specie or bonds and stocks, it shall be paid to the company in the form and time stipulated, always on a certificate of the engineers of the government charged with the inspection. The payment of the subsidies in these cases shall be made to the company by the government directly, and the government in its turn shall be paid by the localities and the towns the part of the subsidy devolving upon them as determined by the law.

When any public work compatible with the use of the railroad is to be delivered to the company owning the concession, the delivery shall be made with the formalities stated in the first paragraph of this article.

If the subsidy consists of the exemption of customs duties, the formalities determined in the existing provisions or those provided in the future by the proper law of regulations, shall be complied with.

ART. 51. The concession of a railroad, to which a subsidy has been granted, shall be forfeited in the cases provided for by the general law of public works and by the law of railroads.

have it constructed by concession, granting a subsidy therefor, a hearing shall be had as to the plan and as to the necessity for a subsidy, and its nature and amount, the public and the local authorities being heard. After this formality is complied with, and in view of the result of the hearing, the secretary of public works shall submit to the chief executive the proper form of law, in which there shall be stated the clause of the concession, the schedule according to which it shall be operated, the number of years which the concession is to last, the aid to be given to the owner of the concession, the form and time of paying the subsidy, and the other requisites provided for by the laws and regulations.

In the same form of law there shall be fixed the proportion and form in which, together with the government, the province, and towns interested in the line, are to contribute to the subsidy granted.

ART. 45. The law of concession being sanctioned and promulgated, the line shall be offered at auction within a period of one month. The public sale shall be held according to the existing instructions, and in order to take part in it the bidders must deposit beforehand, at the place designated by the advertisement, a sum equal to 1 per cent of the amount of the estimate approved.

The subsidy fixed shall serve as a basis for the auction, and the object of the proposals shall be the reduction of the said subsidy.

ART. 46. If the subsidy fixed consists of the delivery to the company of certain works constructed at the expense of government, the bidding shall be first on the reduction of the schedules.

If there be two or more of the most advantageous propositions apparently equal, new bids shall be required; and if none of the interested parties make any proposition whatsoever in this new building, he who shall have obtained the lowest number in the drawing by lot, which shall have preceded the opening of the proposals in the first bid, shall be declared the best bidder.

The record of the auction being made, and it being approved by the secretary of public works, he who shall appear as the best bidder in the first or second bids referred to in the previous articles shall be declared the owner of the concession.

ART. 47. If the subsidy consists of the delivery to the company of a part of the invested capital, which part is to be fixed exactly in the law of concession, the auction shall be first on the reduction of the amount of the subsidy, and afterwards, in case of equality of proposals, in the number of years of the concession, all in strict accordance with the provisions for such cases of the regulations of the general laws of public works.

ART. 48. When the subsidy consists in granting the constructor of the line the right to take advantage of other works constructed for public use, compatible with the use of the railroads, or in the exemption of the duties on material of construction or operation, the auction shall be in the first place on the reduction of the schedules, and then on the reduction of the number of years of the concession, proceeding in all matters according to the provisions of article 46, Division III.

ART. 49. The owner of the concession shall deliver at the proper place and at the time fixed in article 9 of Division III a bond equivalent to 5 per cent of the estimate approved; the said amount shall not be returned until all the works included in the concession shall have been entirely finished. The bond being given, the construction of the works shall be proceeded with according to the clauses and conditions of the concession.

ART. 50. If the subsidy consists of works already constructed by the government, they shall be delivered to the owner of the concession after making an inventory and appraisal of them, which shall be inserted in the proper record, the owner of the concession signing the receipt therefor.

If the aid consists of the delivery of a sum in specie or bonds and stocks, it shall be paid to the company in the form and time stipulated, always on a certificate of the engineers of the government charged with the inspection. The payment of the subsidies in these cases shall be made to the company by the government directly, and the government in its turn shall be paid by the localities and the towns the part of the subsidy devolving upon them as determined by the law.

When any public work compatible with the use of the railroad is to be delivered to the company owning the concession, the delivery shall be made with the formalities stated in the first paragraph of this article.

If the subsidy consists of the exemption of customs duties, the formalities determined in the existing provisions or those provided in the future by the proper law of regulations, shall be complied with.

ART. 51. The concession of a railroad, to which a subsidy has been granted, shall be forfeited in the cases provided for by the general law of public works and by the law of railroads.

Exception shall be made in the cases of force-majeure, set forth in article 29 of Division III, which must be proven in accordance with the general law of public works.

In case of forfeiture, from the appraisal which must be made in accordance with the provisions of articles 33 and 34 of Division III, there shall be deducted the amount of the bond, if it should have been returned, the expenses of the appraisal and auction, and the lands, works, money, or other things of value which may have been delivered to the owner of the concession. The remainder shall be the amount for which the completed works and the materials on hand shall be sold at auction.

The provisions of the law and the corresponding articles of these regulations shall be followed in all other proceedings for the purpose of declaration of forfeiture and its consequences.

ART. 52. In the execution of the work the owner of the concession shall confine himself to the approved plan, in which no variations or modifications may be introduced, without the proceedings specified in article 22 of Division III. In such cases the consequences of the variations authorized shall be those designated in the railroad law.

In the execution of the work and in the operation of a subsidized line, the provisions of articles 23 to 27 of Division III, shall be observed concerning the plans and documents which must be made on the completion of the work, the necessity of authorization to begin the operation of the road, the privileges and obligations of the owner of the concession in its operation, and the formalities necessary for a revision of a schedule of rates.

In like manner the provisions of articles 35, 36, and 37 of Division III, concerning the formalities with which the railroad shall be delivered at the termination of the concession shall be observed.

ART. 53. When an individual or a company desires the concession of a railroad with a subsidy he shall direct the proper petition to the secretary of public works, accompanying the plan, in accordance with articles 8 and 9 of Division III, and proving that the deposit of 1 per cent of the estimate has been made.

In the petition there shall appear the kind of subsidy prayed for, stating its amount and the form in which it shall be made, with a full argument, in order to prove the necessity or desirability of the aid which is asked for.

ART. 54. When the documents referred to in the preceding article have been received, there shall be published in the *Gaceta* and in the official bulletins of the interested localities the proper advertisements, fixing a period of thirty days for the admission of proposals which might be more advantageous than the first.

If the time should pass and no proposals whatever be made, or if those presented should not be admissible because of the absence of certain of the requirements of the law or of these regulations, the plans shall be forwarded to the chief engineer of the proper division, in order that he may actually go over the ground and make the report referred to in article 18 of Division III.

Thereon the proceedings provided for by article 44 shall be instituted, and as a result of the same the approval of the superior authorities may be given to the plan and other documents.

In case that it should be deemed necessary to introduce any modifications in the plan or in any of the clauses of the concession, the provisions made for such cases by article 19 of Division III shall be observed.

ART. 55. When the plan is approved and when the basis of the concession is agreed upon, the appraisal of the studies shall be made, which shall be done in accordance with the regulations for the execution of the general law of public works.

ART. 56. The secretary of public works shall present to the chief executive the proper form of law in order that the construction of the railroad may be authorized.

The said proposed law shall be accompanied by the plan approved for the line in question, with all the other documents necessary to determine the basis of the concession, the schedule of rates, the kind and form of the subsidy which the Government shall give, the part which shall be contributed by the interested localities or municipalities, and the other requisites which are demanded by the laws and regulations.

When the law is promulgated, the concession shall be offered at auction during a period of one month, as provided for by article 45 of Division III; in such case it must be stated that the author of the plan proposed has a right to the concession on the same terms as the highest bidder, and also that otherwise he shall be paid by the person to whom the concession is granted the expenses of his plan, in accordance with the appraisal made, in relation to which the provisions of the regulations for the execution of the general law of public works shall be observed.

The proceedings, rules, and prescriptions contained in articles 46 to 52 of Division

III, referring to the case in which the petition for the construction should have emanated from the Government, are applicable in all respects to the case in hand; that is, to the construction by means of a concession of a subsidized railroad on the request of an individual or company.

ART. 57. If within the time fixed by article 54 of Division III, admissible proposals should have been presented for the construction of a railroad, the provisions of the same concerning going over the plans on the ground and the proceedings which must be had thereunder, shall be extended to them and to the corresponding plans. The engineer in chief, as well as those reporting, shall make the comparison in their decisions of the various plans presented, giving their opinion concerning the order of preference in which they should be considered.

Thereafter the opinion of the council of state shall be taken concerning all matters involved in the proceedings, and as a result of all this the secretary of public works shall decide which plan should be selected, then proceeding to its appraisal in the manner provided for in analogous cases by these regulations.

The other plans shall be returned to the authors, with the deposits they made on presenting them.

ART. 58. In case the first plan and any other of those thereafter presented should be equally favorable, the first shall have the preference and its project shall be the one appraised and shall serve as the basis of the concession.

The provisions of the regulations for the execution of the general law of public works shall be strictly observed in such cases, to prevent all doubt concerning the date of the presentation of such plans.

ART. 59. When the plan which is to serve as a basis for the concession, determined by either of the means indicated in the two preceding articles, according to the circumstances, shall have been appraised, the proper form of law shall be presented to the chief executive, and concerning the auction or auctions, construction or operation, and delivery of the road in cases where there is a subsidy, the provisions of articles 45 to 52 of Division III shall be observed.

CHAPTER V.

Inspection and surveillance of railroads.

ART. 60. The direction regarding the construction, operation, and police supervision of the railroads appertains to the secretary of public works, as well as the surveillance which he shall exercise over them, in accordance with articles 51 and 52 of Division I, and they shall take their course in compliance with the special instructions which now govern or which may hereafter be adopted, in accordance with the principles laid down in these regulations.

ART. 61. The inspection which the Government should exercise over railroads is divided into technical or expert and administrative or business inspection. Both classes of inspection should be conducted by officers under the authority of the secretary of public works, who may order that the personnel of whatever kind assigned to the inspection shall depend on the chief engineer of the division, or that the expert and administrative inspections shall be made by officials independent of each other.

ART. 62. The expenses of the inspection shall be defrayed by the Government or by the railroad companies, according to the stipulations in the clauses of the concession of each line.

In case the companies should be obliged to pay all or part of the above-mentioned expenses the payment shall be made directly by the Government. The sums which for this purpose are paid by the companies should be credited to the proper items of the appropriation.

ART. 63. The expert inspection shall also be considered divided into two parts, namely, first, that which should be made of the construction line and works and technical operation; and, second, that which should be made of the material and traction.

Everything referring to the study, comparison, and examination of the plans, to the construction of the lines, preservation and repair of the work, roadway, fixed material, and buildings, to the surveillance of the line, of the signals and switches, and to the make-up and velocity of the trains, shall be considered as appertaining to the first division.

The second division shall include everything in connection with the preservation and repair of the rolling stock.

ART. 64. The expert inspection shall be made by engineers appointed by the secretary of public works, and by watchmen who fulfill the requirements of these regulations.

ART. 65. The expert inspection shall be made in each of the divisions created, or to be created in the future, by a chief engineer in charge of the employees mentioned in the previous article, in case this service should be separated from the management. The mechanical engineers serving in the division shall be especially in charge of the preservation and repair of the rolling stock, discharging their duties under the orders of the engineers of the proper divisions.

ART. 66. The expert officers who make the technical inspection shall be appointed by the secretary of public works. Mechanical engineers shall be appointed in like manner. Watchmen serving under the expert inspectors shall be appointed from the list of retired soldiers, provided they receive recommendations for good behavior in their discharge papers.

Employees of this class shall not be removed from the service, except for malfeasance or misfeasance committed therein, after proceedings instituted in accordance with the rules established for that purpose.

ART. 67. All that concerns the business operations, the relations between the public and employees of the company engaged in that branch, to the jurisdiction and supervision which the Government should exercise over these employees, and the safety of travel, in case of attempt to wreck the trains, or in case of public disturbances, is under the charge of the administrative inspection of railroads.

ART. 68. The employees of the administrative inspection shall consist of chief inspectors, special inspectors, and clerks, whose number and salaries shall be fixed in the appropriation bills, in accordance with the necessities of the service.

ART. 69. The employees connected with the administrative inspection shall be appointed by the secretary of public works in accordance with the present provisions, or with those that shall in the future be adopted, of the laws and special instructions in this connection.

Said employees shall have accurate knowledge of the general laws of railroads, of their conditions and schedules of rates under the law, and the police regulations of the same, and such directions as may have been issued by the Government and by the companies concerning the telegraph service and the business operations of the lines.

ART. 70. Inspectors and assistant inspectors in charge of the administrative inspection of railroads can not be removed except through malfeasance and misfeasance in office, and after the proper proceedings in accordance with the rules established for this purpose.

CHAPTER VI.

Railroads devoted to private use.

ART. 71. Railroads devoted to the service of an industry or to private use, for the construction of which the use of public lands is not required nor condemnation proceedings desired, may be built without any other formality than a notification to the superior civil authority of the proper province, and may be thereafter operated without any other restrictions than those imposed by the health laws and laws for the public safety, in the manner determined by article 53 of Division I.

ART. 72. When an individual or company desires to build a railroad line for the service of a private industry, and needs for that purpose the use of public lands, the interested party shall present to the secretary of public works a petition accompanied by the proper plan.

This plan shall only be in the nature of a memorial explaining it and a description of the route, a general plan and a general profile, the particulars of the public lands traversed by the line, the plans and grades of the construction proposed for said lands, and the approximate estimate of the cost of these works.

ART. 73. The papers mentioned in the preceding article shall be sent to the chief officer of the proper district or province, who shall open the investigation concerning these works as prescribed by article 58 of Division I. The said officer shall hear in this proceeding the municipal councils of the towns traversed by the line, and the chief engineer of the district or province. Said official shall then send the papers with his report to the secretary of public works, and if approved by the latter, then the chief executive, by means of a decree, may grant the authority asked for.

When the authority is granted, the petitioner may construct and operate the road without other restrictions than those imposed by the public health and public security and the conditions which may have been imposed in the order granting the authority for the use of public property which may have been issued.

Before beginning the work the interested party shall give security equivalent to 5 per cent of the estimated cost of the work to be constructed on public lands, which security shall be returned to him when he proves that he has fulfilled his obligations.

ART. 74. The part taken by the administrative agents in the concessions referred to in the two preceding articles shall be limited to seeing that the exact conditions imposed for the building of the work to be undertaken on public lands granted to the owner of the concession are fulfilled.

Authorizations of this kind shall be revoked if the owner of the concession should not absolutely fulfill the stipulations of the order granting the concession; in such case the work done on the public lands shall be destroyed and all material removed, in order that such lands may be clear and in the same condition as they were before the granting of the concession.

The owner of the concessions may appeal in an action against the decree of revocation, but when the latter is affirmed he shall lose the security given, and the lands granted shall again be public property.

ART. 75. For the construction of all railroads devoted to public service, although not of general interest, and for the construction of all those which, although devoted to private industry or to private use, may be used by the public, the use of the public domain may be asked for, and also the right of condemnation of private lands, as provided in article 55 of Division I.

In such cases the company, individual, or interested party shall direct to the secretary of public works a petition, accompanied by a plan of the line, in accordance with the provisions of articles 8 and 9 of Division III.

The documents constituting the plan shall be annexed to those which the petitioner considers pertinent to prove the necessity of condemnation and to a list showing the municipal districts of the property owners whose estates should be occupied.

ART. 76. The secretary of public works shall send to the chief officer of the proper district or province the plan and documents mentioned in the preceding article, so that he may institute the investigation prescribed by law. This investigation shall treat simultaneously of the consideration of the occupation of public property and of the desirability of the declaration of public utility.

The chief officer shall announce the petition in the official newspapers, with a list of the names of those interested in the condemnation, and shall order the petitioner to re-mark the ground, and shall also hear the claims presented before the proper mayor (alcalde) by the property owners or their representatives, in accordance with the regulations for the execution of the general law of public works.

The papers shall then go to the petitioner in order that he may know and answer the claims presented, and the chief officer, after hearing the chief engineer of the division, shall forward the proceedings with his own report to the secretary of public works.

ART. 77. The secretary of public works shall then pass on the technical part of the plan, as well as on the claims and objections that may have arisen, and in order that the basis may be fixed in accordance with which the concession may be granted.

The secretary of public works, with all these antecedents, shall present to the chief executive the proper form of law, in accordance with articles 64 and 68 of Division I.

After the law is sanctioned and promulgated the concession shall be granted, and therefore subject *ipso facto* to all that may be applicable to the provisions of chapter 3 of Division III, concerning concessions without subsidy.

CHAPTER VII.

Formalities required for the concession of tramways.

ART. 78. No tramway or railroad established on a public highway shall be constructed without its proper plan being made and approved beforehand.

This plan shall consist of—

1. A memorial giving a description of the tramway and showing the advantages which would redound to the public interest by its construction.

2. A general plan, showing clearly the direction of the route, a general profile showing its grades, and the corresponding detailed plan, giving a clear idea of the system proposed to be used on the public highway in the various conditions in which it may be. If towns are traversed or the tramway be established on the streets of the town, plans on a large scale shall be made of the streets traversed by the line, and its position and relation to the sidewalks and house fronts.

3. The technical conditions in which the works are described and details relative to construction are given.

4. An estimate.

5. And the schedule of rates to be charged in the operation of the tramway, with a calculation of the probable earnings of the company.

ART. 79. The approval of the plan referred to in the preceding article is the attribute of the secretary of public works:

1. When the proposed tramway shall occupy a government highroad.
2. When it shall occupy a district or province highroad.
3. When it shall occupy in part a government highroad.
4. When it shall occupy in part a government highroad and in part a municipal road or street.
5. When it shall occupy both a provincial highroad and a municipal road or street.
6. When the motive power shall be other than that of draft animals, whatever may be the kind of public road it may occupy.

ART. 80. The approval of the plan of tramways is the attribute of the chief officer of the district or province when their entire length traverses municipal roads or streets.

ART. 81. Whenever an individual or company may desire to build a tramway of those designated in article 79 of this chapter, he shall address his petition to the secretary of public works, accompanied by the plan referred to in article 78 of this chapter, proving that he has deposited an amount equivalent to 1 per cent of the estimated cost.

Thereafter the petition shall be advertised in the *Gaceta* and *Boletín*, official of the proper districts or provinces, fixing one month for the admission of petitions which may be better than the first.

ART. 82. If within the time fixed by the preceding article no other plan may have been submitted, that presented shall go to the chief engineer of the district or province, so that he may go over the plan on the ground of such part as shall occupy a government or provincial highroad.

And, lastly, the chief officer of the district or province shall send the plan to the proper municipal council or councils, so that the proper experts may go over it on the ground as to such part of the work which may occupy municipal roads or streets within each municipal district.

The chief engineer and the chief experts of provincial and municipal public works, who shall have gone over the plan on the ground, shall state whether the data presented is correct, and at the same time shall report on the technical parts, stating whether in their opinion the plan as presented may be accepted, or if there should be a necessity of introducing any modifications.

ART. 83. When, within the period of thirty days designated in article 81 of this chapter, there shall have been presented and admitted new plans, these shall likewise go to the engineers of the government and provincial and municipal expert chiefs at the same time as the first plan, in order that all may be gone over on the ground in the manner determined by the preceding article.

In such case the report of the expert chiefs shall extend to the comparison of the various projects, stating whether any one deserves the preference, and the reason therefor.

In all cases the expenses of going over the plans on the ground shall be paid by the petitioner or petitioners who submitted the respective plans.

ART. 84. The reports mentioned in the two preceding articles shall be directed to the chief officer of the district or province, with the plans they refer to, and when these have been received by said authority he shall order that an investigation be made, as determined in such cases by the general law of public works, the regulations for carrying it into effect, and article 87 of this chapter.

ART. 85. When a tramway which is to occupy a government highroad only is in question, the chief engineer of the province shall be heard in this investigation, and the chief officer of the district or province shall send the proceedings, with his report, to the secretary of public works.

ART. 86. When only provincial highroads are to be occupied, the chief officer of the district or province shall make his report to the secretary of public works after hearing the expert of the corporation and the chief engineer of the district or province.

When the works are to occupy both government and provincial highroads, similar proceedings shall be followed.

ART. 87. The municipal councils of the towns interested shall first be heard, if the tramway shall occupy in part a government highroad and in part a municipal road or street. A public investigation shall be held in said towns for a period of at least twenty days, at which all the residents who may consider themselves interested may take part, stating what they may deem proper. The municipal councils, after having first consulted the opinion of the expert chiefs, shall report. Thereupon the petitioner shall be heard, in order that he may answer the claims which may have been presented. Thereafter the chief engineer of the district or province shall be consulted, and the chief officer of the district or province shall be the last to report on sending the proceedings to the secretary of public works.

ART. 88. Whenever both a provincial highroad and a municipal road or street are

to be occupied, the interested municipal council or councils shall first be heard, as provided for by the preceding article. The proceedings shall then go to the petitioner in order that he may answer the objections and claims which may have been made, and after this formality is complied with the chief engineer of the district or province shall report in regard to the legal questions which might have arisen, and lastly, the chief officer of the district or province, who shall send the proceedings to the secretary of public works.

ART. 89. When a road is one in which the motive power shall be steam, electricity, or compressed air, or any other than animal power, the investigations referred to in articles 84 to 88 of this chapter shall take place according to the specific case in compliance with the rules established therefor, embracing in such case the advantages or disadvantages which the motive power proposed may have, and to the conditions which, in a proper case, should be imposed to prevent the damages which might result therefrom to public travel.

ART. 90. When the plans proposed are two or more in number, the investigations shall cover all of them simultaneously, and individuals, officials, and corporations giving information shall state their opinion as to which deserves the preference. In such case the petitioners shall be heard in the investigation in the inverse order of the presentation of their plans, so that the author of the first one presented shall be the last one heard, care being taken to fix the shortest possible time for the petitioners to send their replies, with the object of shortening the proceedings.

ART. 91. In all the cases referred to in the preceding articles, after the proceedings have been received by the secretary of public works, he shall at once take action to determine the technical part of the plan or plans proposed, as well as the preference which shall be given to one of them, at the same time proposing the conditions in compliance with which, in a proper case, the concession may be granted.

The secretary of public works shall then approve the plan meriting the preference among those accepted.

If from the proceedings it should appear that to approve the plan it should be necessary to introduce some modifications, in such case the provisions of article 19 of Division III shall be observed.

ART. 92. When the plan of tramway shall come within the provisions mentioned in article 64 of Division I—that is to say, when the works are to occupy a government highroad and a provincial highroad, and finally both government highroads and municipal roads or streets—after approval of the plan in the manner prescribed by the preceding article, its appraisal shall be made as is provided for analogous cases by these regulations.

ART. 93. The secretary of public works, who has the power to grant the concession in the cases specified in article 64 of Division I, shall immediately advertise the auction of the works for the period of one month, on the basis of the approved plan.

The auction shall take place in accordance with the provisions of article 66 of Division I, respecting the value of the concession, and with the understanding that in all cases the right of legal preference shall be reserved at the auction to the author of the approved plan, and if the latter should not take advantage of the preference the successful bidder shall pay him, within one month, the value of the plan, in accordance with the appraisal made.

ART. 94. If from the investigations to be made there should appear an equality of conditions of two or more of the accepted plans, the one first presented shall have the preference, and in this case it shall be appraised and shall serve as the basis for the auction prescribed by the preceding articles.

ART. 95. When the auction is decided the declared owner of the concession shall give, within a period of fifteen days, security equivalent to 5 per cent of the estimated cost, as provided for by the law for subsidized railroads. The owner of the concession shall build the works in accordance with the stipulations under the inspection and surveillance of the government engineers in such parts as are occupied by government highroads. In such parts as the tramway occupies district or provincial highroads the inspection shall be carried on by the expert agents of the district or province, and in such part as the works occupy municipal roads or streets within towns the inspection shall be carried on by the expert agents of the municipality.

ART. 96. When the concession expires, the term of which can not be for longer than sixty years, according to article 66 of Division I, the government, the province, or the towns shall enter into the enjoyment and use of the part of the tramway built on government, provincial, or municipal roads or streets, respectively, in accordance with the special rules laid down in each case, in order to carry out the operation and sharing of the earnings among the interested parties.

ART. 97. The plans and grant of tramway concessions in which the motive power is other than animal shall be subject to the same proceedings as those designated in

the preceding articles, in which case the secretary of public works may always approve the plans and permit the individuals or companies who request it to construct these roads.

ART. 98. In tramway concessions made by the secretary of public works in the manner determined by the railroad law, all the provisions contained in Chapter IV of Division III, concerning concessions of subsidized railroads, shall apply so far as they are practicable and do not conflict with the provisions of the preceding articles.

ART. 99. If the tramway is to occupy one or more provincial highroads, after the approval of the plan by the secretary of public works, in compliance with article 91 of this chapter, it shall go to the chief executive, who has the right to grant the concession in such case.

The same shall be observed in the case of the occupation of both provincial and municipal roads and streets, when the secretary of public works shall have the power to approve the plan and the chief executive the power to grant the concession.

ART. 100. The chief executive shall immediately have the approved plan appraised, and shall then advertise the auction, proceeding in all other matters in accordance with the provisions of these regulations and of those which treat of the concessions for the construction of provincial works.

ART. 101. If the tramway is to occupy municipal roads or streets only, the petitioner shall send his plan, accompanied by a petition, to the chief officer of the province, who in this case has the right of approval, as provided for by article 62 of Division I. The chief officer shall order the publication in the Boletín Oficial of the proper advertisement, fixing a period of thirty days within which to present proposals which might better the first.

ART. 102. The plan shall then be sent to the mayor, who shall order it gone over on the ground by the expert chief of municipal works, then submitting said plan to a public investigation, directed by the said mayor, and at which the residents of the town who deem it proper to make objections and claims shall be heard, for which purpose a time, not less than twenty days, shall be fixed.

The mayor shall then send the result of the public investigation to the petitioner, so that he may reply, then the full municipal council shall be heard, and with his report he shall finally send the proceedings to the chief officer of the district or province.

If, within the period of the thirty days mentioned in article 101 of this chapter, new plans should have been presented and accepted, going over the plans on the ground, the expert report, the public investigations, and the public opinions of the municipal council and the mayor shall embrace all the plans admitted, and also concerning the preference which as a result of the comparison of their respective advantages or disadvantages one deserves over all the others competing.

ART. 103. The chief officer of the province or district, on the opinion of the provincial chief engineer, shall decide the approval of the plan when he considers the work of great importance, or when he disagrees with the opinion of the chief engineer he shall send the proceedings with his own report to the secretary of the public works, who shall finally decide the same.

ART. 104. If the tramway is to occupy municipal highroads or streets within a single municipal district, in which case the municipal councils have the right to grant concessions, the chief officer shall send the approved plan to the proper municipal council, which, after an appraisal of said plan, shall advertise the auction and grant the concession in accordance with the provisions of the regulations for the execution of the general law of public works.

ART. 105. If the tramway is to occupy roads or streets belonging to more than one municipality, but within one province, the plan must be separately submitted to each of the municipal districts it traverses, and in each of the towns the study of the plans on the ground and the investigations referred to in article 102 of this chapter shall be made.

The chief officer of the province, as soon as he has gathered the proceedings of the interested municipalities, shall proceed to the approval of the complete plan in the manner provided for by article 103 of this chapter.

ART. 106. After the approval of the plan by the chief officer in the case stated in the preceding article, the proceedings shall go to the chief executive, who has the right to grant the concession.

ART. 107. When the municipal highroads which the tramway is to occupy belong to municipalities of different provinces, the investigations and the other proceedings shall be carried out in each one of the municipalities, as provided for by article 105 of this chapter, and the chief officers of provinces shall have to come to an agreement in all points before proceeding to the approval of the plan. If this agreement is reached, the plan shall be considered approved, and the concession shall be granted by the chief executive.

Should the chief officers of provinces differ as to the approval of the plan, the matter shall be decided by the secretary of public works, to whom the proceedings shall be forwarded by the said authorities.

ART. 108. Concessions of tramways made by municipalities by virtue of the law of railroads and of the corresponding articles of these regulations shall be subject, in so far as applicable and not in contradiction with what is herein provided, to the provisions of the regulations for the execution of the general law of public works.

CHAPTER VIII.

General conditions which should be observed in the construction and operation of tramways.

ART. 109. The government shall draw a set of general conditions, which shall be observed in tramway concessions, complying with the provisions prescribed in the following articles of the present regulations:

ART. 110. Every concession of this kind shall be understood to be made without prejudice to third persons, and protecting private rights.

ART. 111. The security which shall be required from the owners of concessions shall be 5 per cent of the value of the estimated cost of the approved plan, and shall not be returned until all the works included in the concession have been finished.

ART. 112. Tramways must always be established in such manner as to cause the least injury to the travel of ordinary vehicles which pass over the highroads or the streets which they occupy.

ART. 113. That part of the highroad or street occupied by a tramway, or that part of the width which shall be determined, shall be kept in repair at the expense of the owner of the concession, who for this purpose shall renovate and replace the bed and the pavement with material of good quality whenever this may be necessary in the judgment of the expert agents charged with the inspection.

In the construction of the tramway and in the preservation and repair care shall be taken to introduce no modification whatsoever, either in the grade of the highroad or streets or in the transverse profile affected by them.

ART. 114. When the tramway is to be of a single track, turnouts, conveniently situated, shall be built in order to avoid any blockade.

ART. 115. The works must be carried out in accordance with the approved plan, in which no modification whatsoever may be introduced without the approval of the secretary of public works, or, in a proper case, of the chief officer of the province.

ART. 116. No tramway shall be placed at the disposal of the public until after inspection by the engineers or expert agents of the chief officers of the provinces or of the municipal councils, according to the circumstances. These officials shall report the result of their inspections to the chief officer of the province, and if the reports should be favorable, the chief officer shall decide that the tramways be open to the public service, reporting to the secretary of public works in all cases in which the concession may have been granted by that department.

ART. 117. The company shall operate the tramway during the time stated in the concession in accordance with the approved schedule of rates, which in no case shall be higher than those fixed therein.

The owner of the concession shall be obliged to assure the travel on his road, except in cases of force-majeure. If the travel should be interrupted from causes imputable to the owner of the concession, the chief executive, secretary of public works, chief officer of the province, or the municipal council which may have granted the concession shall adopt the measures conducive to its reestablishment at the expense of the company.

ART. 118. The company may freely decide on the means of constructing the road as well as on the selection of the employees appointed for its operation and administration. In the same manner the necessary rules for the public service shall be drafted, notifying the secretary of public works of the proper authority, as the case may be.

In matters relating to public health and safety the company shall do what is demanded by the government and the proper authorities, in conformity with the general laws and regulations and the special police laws of highroads and the municipal ordinances of the towns through which the line passes.

ART. 119. At the expiration of the concession the company shall turn over to the proper party, in good serviceable condition, the tramway, its dependencies, material, and means of traction, and the government or municipal councils, to whom the delivery is made, shall enter into the full enjoyment of the income earned by the operation of the tramway.

ART. 120. Besides the general conditions governing the concession of all tramways,

other special conditions shall be stipulated which shall contain the provisions relating to the times in which the work should begin and end, the amount of the security, the schedule of rates allowable for the use of the works, duration of the concession, and cases of forfeiture (if any special ones are added besides those provided for by the general law of public works and by the railroad laws), with everything else deemed convenient for the good construction of the road and of interest to the public service.

ART. 121. When the motive power employed for the traction is other than animal, it shall be stipulated in the general conditions that there shall be observed all the rules and precautions possible, in order that ordinary traffic may be carried on without impediment and without danger, as well as to avoid accidents of any kind.

In no case shall the change of animal motive power established in a tramway to a different motive power be authorized without previous permission granted by the secretary of public works, in accordance with the provisions of the law in every respect and of the corresponding Articles of these regulations.

DIVISION IV.

CHAPTER I.

ART. 1. The inspection and supervision of railroads, not only in their technical part, but also in their business part, the direct intervention in the different branches of their operation, their police, and good administration, and everything that relates to the safety of persons and the development of material interests, appertains to the office of the secretary of public works.

ART. 2. The purely technical or professional part shall be intrusted in each line to one or more engineers of the office of the secretary of public works; the administrative and business part to the officers designated by the secretary of public works. Two inspections shall be created of both branches, which shall be independent of each other, and both devoted to the best public service, with different obligations and duties. They may also be consolidated.

ART. 3. The organization, powers, and duties of the technical and administrative inspections shall conform to the provisions of the special regulations which may have been issued for the service of the same or which may in the future be issued by the secretary of public works.

CHAPTER II.

The road and its preservations.

ART. 4. The erection of dams, wells, and troughs at a distance of less than 20 meters on each side of the railroad is prohibited. This distance of 20 meters shall be measured from the lower lines of the walls of the embankments, from the upper line of the clearing, and from the outer edge of the trenches when the railroad is on a level. In the absence of these lines the distance of 20 meters shall be counted from a line parallel to the outer rail at a meter and a half from the same.

ART. 5. The farmers of the land adjoining the road shall incur the penalty provided for in article 24 of Division II, by reason of their plantings, works of cultivation, or if in any other manner whatsoever they injure the inclosures of the supporting walls, the braces of the culverts, the abutments of the bridges, and other works of railroads.

ART. 6. Article 24 of Division II shall be applied not only to the farmers who, in the work of cultivation and improvement of the fields adjoining the railroad, should throw in the trenches earth, manure, leaves, or any other material which might prevent the free course of water, but also to shepherds and ranchmen who, in the care, grazing, or driving of their cattle, cause the same damage.

ART. 7. The owners or lessors of lands adjoining railroads shall not—

1. Obstruct the free course of water proceeding from the railroad, by constructing ditches, roads, or by-paths, or by raising their embankments.

2. Cut trees within a zone of 20 meters on either side of the railroad without previous permission from the local authority and examination by the technical inspection.

3. Pull out roots or remove earth from the slopes or lands adjoining the roads, which may cause a caving-in of the land, and directly or indirectly obstruct or embarrass traffic.

The works necessary for the repair of this damage shall be constructed at the expense of the offender without prejudice to the penalties which he may have incurred according to the foregoing articles.

ART. 8. The owners or drivers of vehicles, horses or cattle may not, even for the

purpose of entering adjoining lands, or to leave them, cross railroads, except at the points fixed for that purpose. This prohibition also includes owners or drivers of carriages and shepherds or cattlemen who leave their horses free and graze them on the lands adjoining the railroads.

ART. 9. No sheds, covers, or movable stands shall be allowed in the zone of the railroads, even for the sale of food, if their owners have not previously obtained the proper permission from the competent authority.

ART. 10. Whosoever wilfully or by omission or negligence shall damage or destroy, with his cattle or vehicles, the works or dependencies of railroads, such as parapets, copings, or walls, kilometeric posts, telegraph posts, wires and insulators, signal posts, signs, time tables for the public, and the pipes and water deposit, shall incur the penalty mentioned in article 21 of Division II.

Said article is also applicable to those who, without proper authority, shall cut or destroy trees planted in the zone fixed in article 4 of this chapter on either side of the railroad.

ART. 11. Nobody shall construct dams or works, open canals for taking or leading waters, erect buildings, walls, culverts, or other works within the zone of 20 meters, measured in the manner stated in article 4 of this chapter.

This zone of 20 meters shall be measured at stations from the inclosure or boundary which limits the land belonging to the station.

ART. 12. Petitions to construct or rebuild in railroad zones shall be addressed to the mayors of the respective towns, stating therein the site, purpose, and details of the proposed work.

The mayor shall forward them immediately, with his report and the remarks he may consider proper, to the technical inspection, which, after an examination and hearing of the company, shall determine the distance between the road and the work, fixing the alignment and the precautions and technical conditions to be observed, which must be complied with in the construction.

It is obligatory for the persons interested to submit the plans of the work to the technical inspection, whenever it shall deem it convenient to examine the same.

ART. 13. If the technical inspection and the mayor agree as to the proposed constructions in the zones of the road, the latter shall immediately grant the permission requested.

Should they disagree, and the interested party object to the conditions proposed by the inspector, the proceedings shall be submitted to the chief officer of the province, who, after hearing the permanent committee of the provincial deputation, shall decide what he may consider proper.

In case any of the parties should be dissatisfied with his decision the secretary of public works shall decide finally, through the administrative channel, without further remedy.

ART. 14. After a report or communication from the technical inspection the mayor shall order the works which may have been constructed in the zone of the railroad without proper permission to be demolished, as well as those constructed after the granting of the latter, which do not fulfill the required conditions.

ART. 15. If the houses or other buildings erected in any part within the zone of easement of the railroad, measured in the manner prescribed by articles 4 to 11 of this chapter, and especially if the walls at the sides of the roads threaten to fall, the company shall at once inform the technical inspection, so that it may immediately proceed to the examination.

If the latter should show their bad condition or insecurity, the technical inspection shall inform the mayor, stating whether the ruin is or is not imminent, and whether the building is among those the wall of which must be moved back.

ART. 16. The prohibition imposed by article 3 of Division II, to erect within 3 meters distance from the railroad any other construction but a wall or fence, includes a prohibition to open in the same doors, windows, or any other openings which may face the road.

ART. 17. The plans of works which cross the roads or impose an easement thereon, more or less directly, shall be submitted to the approval of the secretary of public works, who shall decide, after hearing the company, the engineer in chief of the technical inspection, and the chief officer of the province.

ART. 18. By all possible means the company shall insure—

1. The maintenance in good condition of the railroad and of all the appurtenances.
2. The care and service of the gates at grade crossings.
3. The supervision and proper working of the switches in the changes and crossings of the road and in the signals adopted, in daytime as well as night.
4. The lighting of the stations and certain grade crossings, which the secretary of public works shall fix, from sunset until the last train has passed.
5. The lighting of the tunnels, which shall also be fixed by the government, and which shall be constantly lighted while the road is in operation.

ART. 19. For the more exact enforcement of the provisions of the foregoing article, there shall be at all the points considered necessary road keepers, switch tenders, and watchmen, day and night, in sufficient number to insure the safety of the trains and the success of the service.

During the time these employees are on duty they shall never leave their posts without express authority thereto from the chief on whom they depend, and not without having been previously substituted.

ART. 20. When, in the opinion of the secretary of public works, the means adopted by the company are insufficient to insure the safety of the service, he shall adopt, of his own accord after hearing the company, the measures which in each case he may deem proper and which are required by the interests of the public.

ART. 21. The technical inspection, in accordance with the company, shall organize the service and police of the gates in the most convenient manner.

ART. 22. Whenever it is necessary for the maintenance of the works or for the safety of persons or merchandise to open outer ditches, erect defences and trenches, or to undertake other works of the same character, the company shall proceed immediately to their construction at the points fixed by the government.

ART. 23. The secretary of public works, when the concessionaires or lessors within the period fixed do not repair the damages or do not have the works completed, shall repair said damages or injuries or construct the work necessary under the administration system. The chief executive shall order the attachment of the funds of the neighboring stations to meet the payment of the said works or repairs. A receipt for the funds attached shall be issued to the station masters. These documents shall be afterwards exchanged for the verified accounts of expenses in the manner in which the works of the government are vouched for. If there be opposition to the seizure of the funds, aid shall be asked of the chief officer of the province, who shall furnish it, even if it be with the troops under his command.

ART. 24. The division of the line in kilometers, the grades, the radii and length of the curves, shall be fixed according to the provisions ordered by the secretary of public works. They should be, whenever possible, on the right of the road.

CHAPTER III.

Stations.

ART. 25. Every station shall have on its principal façade an inscription stating its name.

All the passages for pedestrians, vehicles, and horses shall also have signs, so that all the bureaux, officers, warehouses, workshops, and other dependencies of the company may be known.

ART. 26. Any ticket with changes or erasures shall be refused as worthless.

ART. 27. The railroad administration, to insure the safety of baggage, packages, and merchandise, shall issue to their owners, or to those in charge of the same who may represent the former, proper receipts, stating therein the number and kind of packages delivered, the transportation rate charged, and any other matters which may be considered necessary for the better carrying out of this service.

ART. 28. In the most public places of each station the announcement of the office hours for the sale of tickets, as well as the time tables, shall be constantly in view.

ART. 29. All the stations shall have a superior chief, to whom all the other employees of the same shall be subordinate.

ART. 30. There shall be in the stations designated by the secretary of public works:

1. Departments for officers of inspection and telegraph.
2. A depository, in the manner determined by the company, where lost articles belonging to travelers shall be securely taken care of.
3. A medicine chest, bandages, and other articles required in case of accidents.

ART. 31. It is incumbent on the chief officers of provinces to adopt all the proper measures for the best order and police of stations, the entry, movement, and stoppage in the yards of public and private conveyances used to transport passengers and merchandise; but their decisions shall not be final until they have obtained the approval of the secretary of public works.

CHAPTER IV.

Material employed in the operation.

ART. 32. The number of locomotives, tenders, and other cars to be used in the service shall be determined in the articles of conditions of the concession.

If for the best public service it should be necessary to increase the rolling stock,

the secretary of public works, after hearing the company, shall take such action as may be proper to obtain the same.

ART. 33. The locomotives shall always be provided with the necessary apparatus to prevent all danger from fire, and shall never be used until after examination by the technical inspection.

When by reason of wear or any other cause a locomotive should have been withdrawn from use, it shall not again be employed, even after being repaired, without an examination by and express authority from the technical inspection.

ART. 34. The axles of locomotives, tenders, cars, and other rolling stock of the company shall be tilted, strong and compact, of smooth surface, without ridges or indentations, and perfectly adapted to the service to be rendered.

ART. 35. Never, under any pretext whatsoever, shall cast-iron wheels be used, but cast steel may be used.

ART. 36. All the companies shall enter in folioed registers the locomotives in use, stating the day they began service, the work done, the repairs or changes made, and the successive renewal of their different parts.

In these entries there shall also be included the observations and remarks deemed necessary to form the statistics of the rolling stock in use by the railroad.

ART. 37. In other special registers, different from those mentioned in the foregoing article, a full entry shall be made of the axles of the locomotives and tenders, entering at the margin the ordinal number of each one, the manufacturer thereof, the day they were first used, the tests to which they were submitted, their constant and periodic work, and the accidents and various repairs. For this purpose each axle shall have its number engraved thereon.

These registers, always kept with the greatest possible exactness, shall be presented by the companies to the engineers in charge of the technical inspection whenever they may deem it proper to examine them.

ART. 38. Only the persons employed for the purpose by the company shall fire locomotives.

When ready for use, one engineer or fireman shall constantly remain on the platform of the locomotive wherever it may be, on the main line as well as on the branches.

ART. 39. The tenders, besides the conditions of solidity and safety, shall have the necessary capacity to contain larger quantities of water and fuel than those which the accompanying locomotives can consume during the run from one deposit to another. They shall also have the room necessary to carry a box of such tools and implements as may be determined upon.

ART. 40. The cars to be used for the transportation of passengers shall not be used without the authorization of the technical inspection.

This authorization shall be granted when it is acknowledged, in the manner determined by the government, that they have all the requisites for the safety and comfort of the passengers.

ART. 41. The place assigned to each passenger shall be at least 45 centimeters wide, 65 centimeters long, and 1 meter 45 centimeters high, measured from the seat.

In the interior of all passenger cars there shall be a sign, stating not only the number and letter of the car according to its class, but also the number of its seats, the divisions being clearly made, as well as a frame containing such part of these regulations as relates to passengers.

ART. 42. All the locomotives, tenders, and cars of a train shall have:

1. The name or initials of the railroads to which they belong.
2. Their ordinal numbers.
3. If they be passenger cars, the class to which they belong.

ART. 43. The company shall constantly keep in good condition the rolling stock, in proportion to the extent and special needs of the line.

ART. 44. The administration shall have exclusive jurisdiction of all appeals which may be brought against the decisions of the technical inspection, the object of which should be to abandon that part of the stock which is useless, to order necessary repairs, and to adopt such measures as may be required for the good order and safety of the service.

CHAPTER V.

Formation of trains.

ART. 45. The secretary of public works, at the suggestion of the company, shall determine for the different points of the line, and as circumstances may require:

1. The speed.
2. The maximum number of cars.

3. The maximum of weight to be carried in freight trains.

4. The number and weight of the cars with brakes, and the place they are to occupy in the train, the last car in a train being necessarily of this class.

ART. 46. Every engineer running an engine shall have the necessary means to make the signals prescribed by the regulations.

ART. 47. The number of passenger coaches of each train shall be in accordance with the regulations governing the running of the same. Nevertheless, all necessary trains shall be run so as to enable all those who desire to travel to do so.

ART. 48. Locomotives shall always be at the heads of trains. Nevertheless, this order may be changed if convenient, in order to facilitate and render safer the necessary movements in the vicinity of stations and in cases of aid, in which cases the speed shall not exceed 25 kilometers per hour.

ART. 49. In placing the cars forming passenger and mixed trains, there shall be observed the provisions which have been issued or which may hereafter be issued on the subject by the secretary of public works on the recommendation of the company.

ART. 50. Only in accordance with the instructions issued by the secretary of public works, and under the conditions he may deem proper, may the cars of common carriers form part of trains.

ART. 51. The carrying in passenger cars of all materials which may cause explosions or fires is prohibited.

ART. 52. The coaches and cars which make up a train shall have the buffers at the same height, and the centers of these at equal distances, so that they may constantly be in contact without being forced.

ART. 53. The coupling pins, as well as the brakes, shall always be kept perfectly clean and in good order.

ART. 54. Every train shall be drawn by a single engine, but an extra engine may be used when conditions require same.

ART. 55. More than two fired locomotives shall never be placed in a passenger train, and as a general rule they both shall be placed at the head of the train.

ART. 56. In a special register the causes which may have occasioned the employment of two engines in the same train shall be stated; also stating the time thus employed and the reasons justifying it.

Those charged with the surveillance of the service may examine these reasons and other memoranda referring to it whenever it is required by the best public service.

ART. 57. In due time and after inspection the engineer shall satisfy himself that the locomotive and tenders entrusted to him are in good serviceable condition and are provided with the necessary spare parts.

ART. 58. The chiefs of trains, immediately on receiving them, shall examine them with the greatest care in order to assure themselves that they are ready for service.

ART. 59. When there is insufficient freight in the car of the chief of the train it shall be filled with ballast up to the weight of 2,000 kilograms.

ART. 60. The chief of the train, the brakeman, and the engineer shall be, as far as practicable, in communication during the run, so as to be able to give a signal of alarm in case of accident.

ART. 61. Trains in motion shall carry the lights and signals mentioned in existing regulations or in those which may in future be issued by the secretary of public works, after hearing the companies.

ART. 62. The passenger cars shall be lighted inside at night, and also during the day when going through tunnels, determined by the Government, all preparations being made for that purpose in the nearest station, according to the run.

ART. 63. Before a train starts the employees who are to go with it shall punctually occupy their proper places, and in due time the station master shall give the signal which informs them to take their places, the engineer finally repeating it with a whistle.

ART. 64. At such points of the line as the secretary of public works may designate, after hearing the company, there shall be locomotives for aid or in reserve, always fired and ready for service, by day as well as by night.

ART. 65. Special regulations drawn up by the Government, after hearing the companies, shall determine the service of the locomotives specially devoted to aid, without loss of time for trains delayed, or in difficulties, or for any reason whatsoever.

At the point in the station where the auxiliary locomotives are placed there shall always be a repair car, with the tools and outfit which, in the opinion of the Government, may be considered necessary. The trains which may be used for the speedy aid of passengers and trains in cases of accidents shall also have a repair car.

CHAPTER VI.

Provisions relating to runs and stoppages at intermediate stations, and arrivals of trains.

ART. 66. At the request of the companies the secretary of public works shall determine the running of the trains as well as the turn-outs in single-track roads.

ART. 67. No train shall start from the station before the hour designated in the time-table.

ART. 68. The existing provisions, or those which may hereafter be issued by the secretary of public works, shall be enforced as to the time which must elapse between the starting of a regular train to the next one which must follow according to the schedule.

ART. 69. In the vicinity of stations signals shall be placed, which shall immediately inform the engineers whether or not they may bring their locomotives into the station.

The engineer shall stop the train as soon as he observes the signal to do so.

ART. 70. Only in cases of accident or force-majeure, or repair of the line, shall trains stop on the main line, away from stations.

ART. 71. The existing provisions or those hereafter adopted by the secretary of public works shall be enforced, after hearing the companies in order to determine:

1. The special measures of precaution and safety which may be deemed necessary for the running of trains on up or down grades, tunnels or curves.

2. The highest speed of passenger and freight trains on the different sections of the line.

3. The time to be employed in making runs.

4. The precautions which should be adopted for the dispatch and running of special trains.

ART. 72. When a company decides to run a special train, it shall advise the inspections, stating the reason for the run and the hour of departure, the company being liable for any accident which may occur.

The departure of these special trains shall always be announced by telegraph to all the stations.

ART. 73. Whenever, for any reason whatsoever, trains or single engines stop on lines, signals indicating it shall be placed 800 meters on either side of this point.

ART. 74. The signal system shall conform to the provisions of the regulations in force, or those which may hereafter be issued by the secretary of public works, after hearing the companies.

ART. 75. At a distance of 500 meters from a crossing with another railroad or tramway the engineer shall slow up, so that he may come to a full stop before reaching that point if the circumstances require it.

ART. 76. The secretary of public works, after hearing the company, shall designate the points where signals are to be placed, showing the direction in which switches are turned.

ART. 77. When the trains approach stations they must stop; the engineer shall moderate the speed at such a distance as he may deem necessary, so that it shall not pass the station platform where the passengers are to alight.

He may also, according to circumstances, stop the locomotive before reaching said point, afterwards reaching it by running it again.

ART. 78. The engineer shall slow up not only in large cuts where there are curves, but also at other points of the line which do not permit a large surface of the road to be seen.

ART. 79. When, because of unavoidable accidents, the locomotive runs with the tender ahead, whether alone or with the train, the engineer shall take the greatest precautions, the speed in such cases not exceeding 30 kilometers per hour.

ART. 80. When the engineer approaches stations, grade crossings, curves, cuts, or tunnels, he shall sound the steam whistle to announce the approach of the train.

The same signal shall always be repeated when there is doubt as to whether the line is completely clear.

ART. 81. On the arrival of trains at stations their names and the time of the stop shall be announced.

ART. 82. While the trains remain in the stations they shall be in charge of the station master, who shall during that time be responsible for whatever happens in his station.

ART. 83. The chief of the train in motion is the chief of all the employees thereon, including the engineer and fireman.

ART. 84. When two locomotives draw the same train, the person who has charge of the first one shall regulate the speed.

The second locomotive shall act only as an additional force, and as a mere auxiliary.

ART. 85. The engineer who runs a locomotive without a train, shall always do so on his own responsibility, and the fireman shall obey the signals ordered by the former in accordance with the regulations.

ART. 86. The engineer and fireman in charge of the service shall be the only persons on the locomotive.

From this prohibition are excepted only the engineers in charge of the technical inspection, their assistants who have an order or authorization of their chief, and the agents of the company duly authorized for the purpose.

In every case special care shall be taken that the number of persons shall never be in the way of the handling and best service of the engine.

ART. 87. The secretary of public works shall designate the stations in which records of the delays of trains shall be kept, as determined by each company. In these records the nature and make-up of the trains shall be stated, the numbers of the locomotives drawing them, the hour of their departure and arrival, and the causes and duration of the delays.

The agents in charge of the inspections may examine these records whenever they deem it advisable, for the better fulfillment of these duties.

ART. 88. By the quickest and most expeditious means at their disposal the chiefs of trains in motion shall advise the master of the next station of any accident which may occur, who shall immediately communicate the same to the inspections in charge of the surveillance of the line, and, in a proper case, to the superior authority of the locality.

ART. 89. The urgent measures adopted by the respective chief officers of the province on the recommendation of the inspections, and referring to the safety of the trains, shall be obligatory for the companies when said measures shall have been communicated to their directors.

ART. 90. Ten days before the date on which it is to go into operation a sufficient number of copies of the schedule of all trains shall be sent to the secretary of public works for his approval, or in order that he may make the changes he may deem proper.

ART. 91. Before approving a new schedule of trains for a line the railroad companies which are affected thereby must agree, and the consent of the Post-Office Department must be previously obtained in all that refers to the service of the trains which are to carry public mails.

ART. 92. If the secretary of public works, after receiving the schedule of these trains, shall allow the ten days designated in article 90 of this chapter to elapse without giving any answer whatsoever to the companies, the latter shall put it in force, considering it approved.

ART. 93. When a new system in the service of the railroad is adopted or the one established is partly changed, the public shall be notified at least three days in advance, not only as to the hours of departure of the trains and of their arrival at the stations, by advertising in at least one leading newspaper of each city through which said railroad runs, so that the public may have information as to the change of said time-table.

CHAPTER VII.

Provisions relating to passengers and to persons not in the railroad service.

ART. 94. Admittance into the inclosures of railroads is generally prohibited to all persons not employed in the service.

From this provision are excepted:

1. The superior authorities of a district or province.
2. The local authorities.
3. The engineer and other employees charged with the surveillance of the railroad.
4. Soldiers and customs officers and police agents, when they appear with the express permission of the competent authority in order to perform some service.
5. Persons who obtain permission from the companies.

ART. 95. The passenger who does not present the ticket entitling him to occupy a seat in trains, or, having one of a lower class, occupied one of a higher class, shall in the first case pay double fare, according to the schedule of rates, and in the second case twice the difference between fares computed from the station at which he entered the train to his destination.

If the passenger does not prove where he entered the train, the double fare shall be computed by the distance from the place where the last examination of tickets was made,

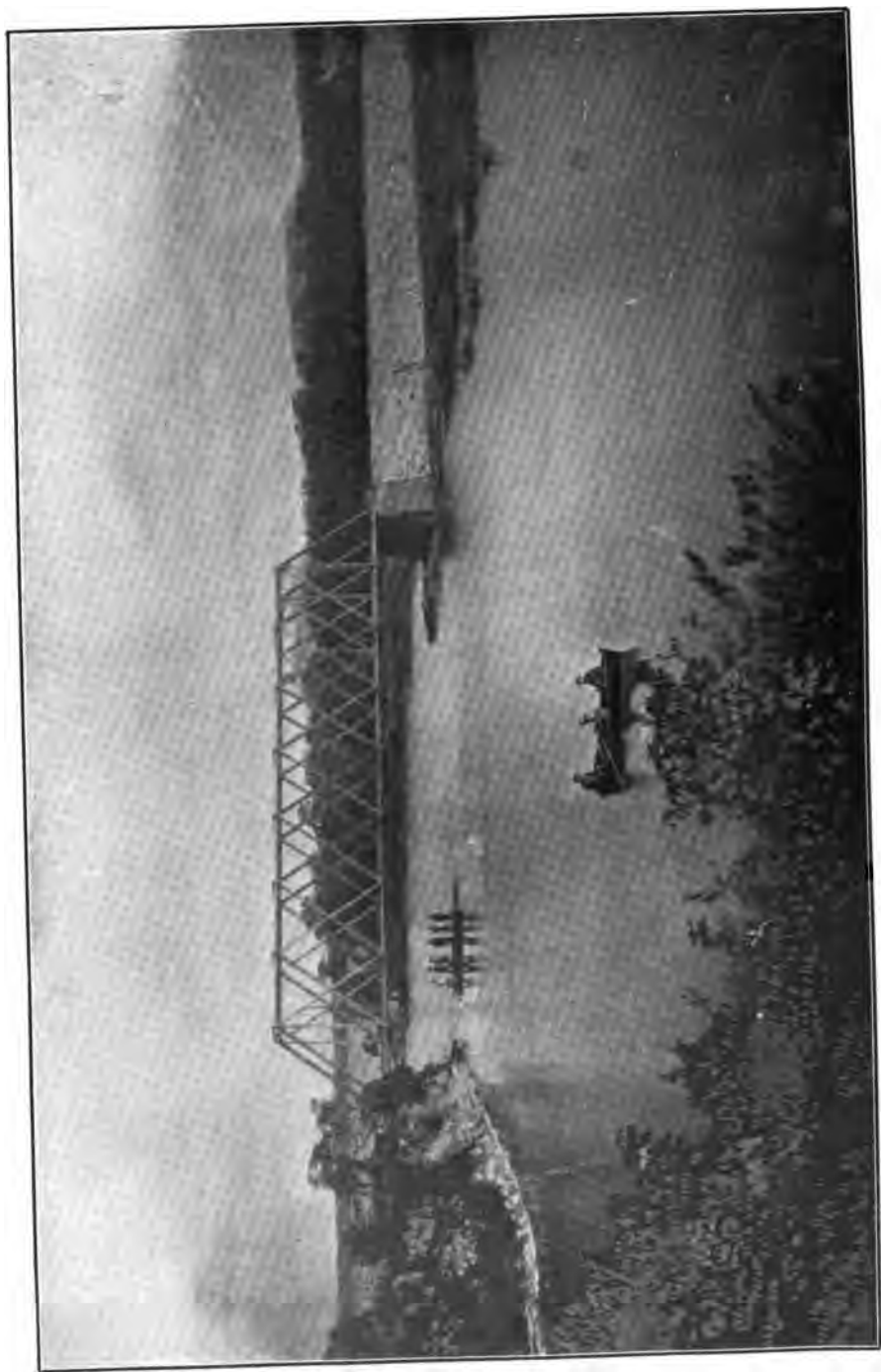


REAR VIEW OF CARACAS SUGAR MILL ON CARACAS PLANTATION RAILROAD.





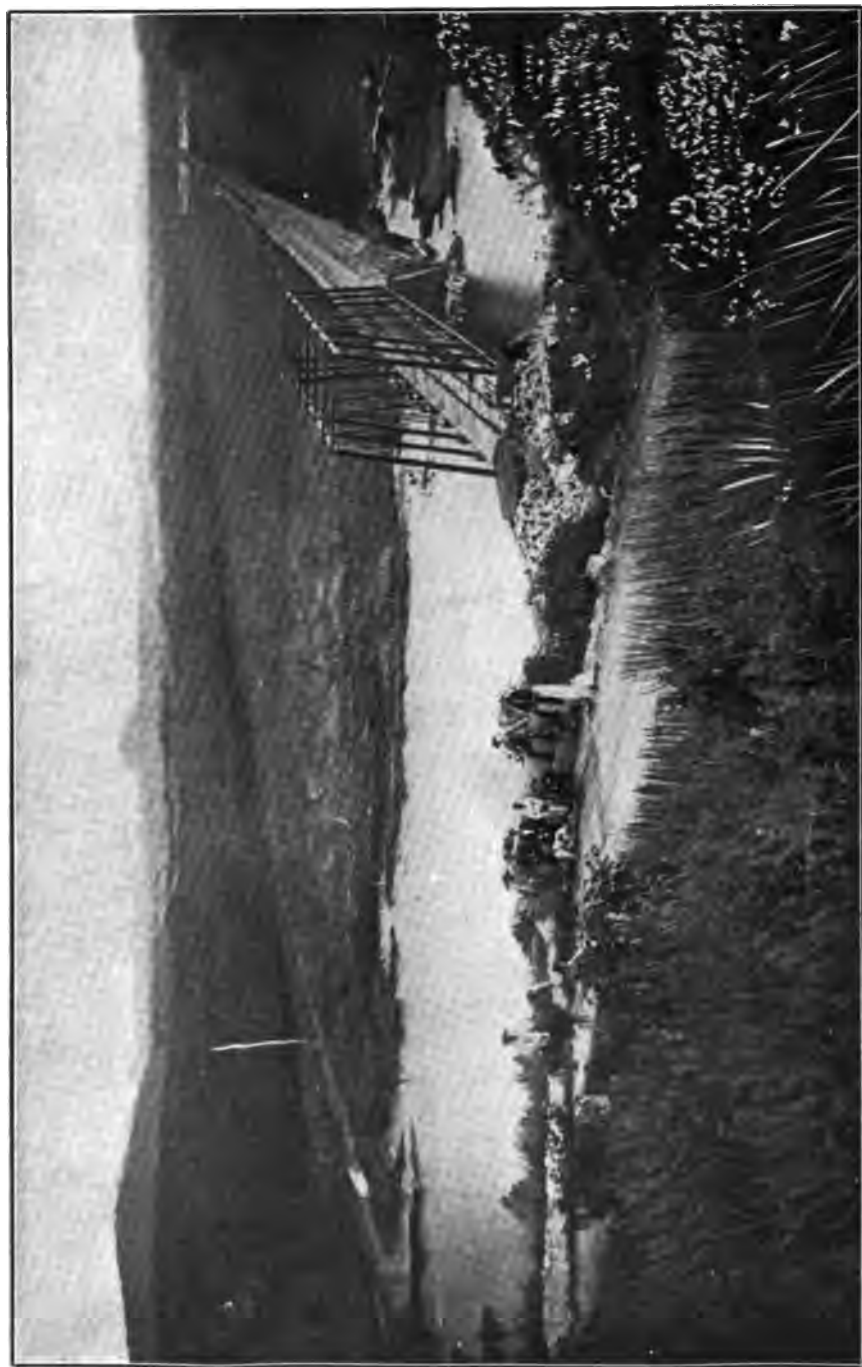
BRIDGE ON THE GIBARA AND HOLGUIN RAILROAD.



BRIDGE ON THE GIBARA AND HOLGUIN RAILROAD.



THE ONLY RAILROAD TUNNEL IN CUBA, GIBARA AND HOLGUIN RAILROAD.

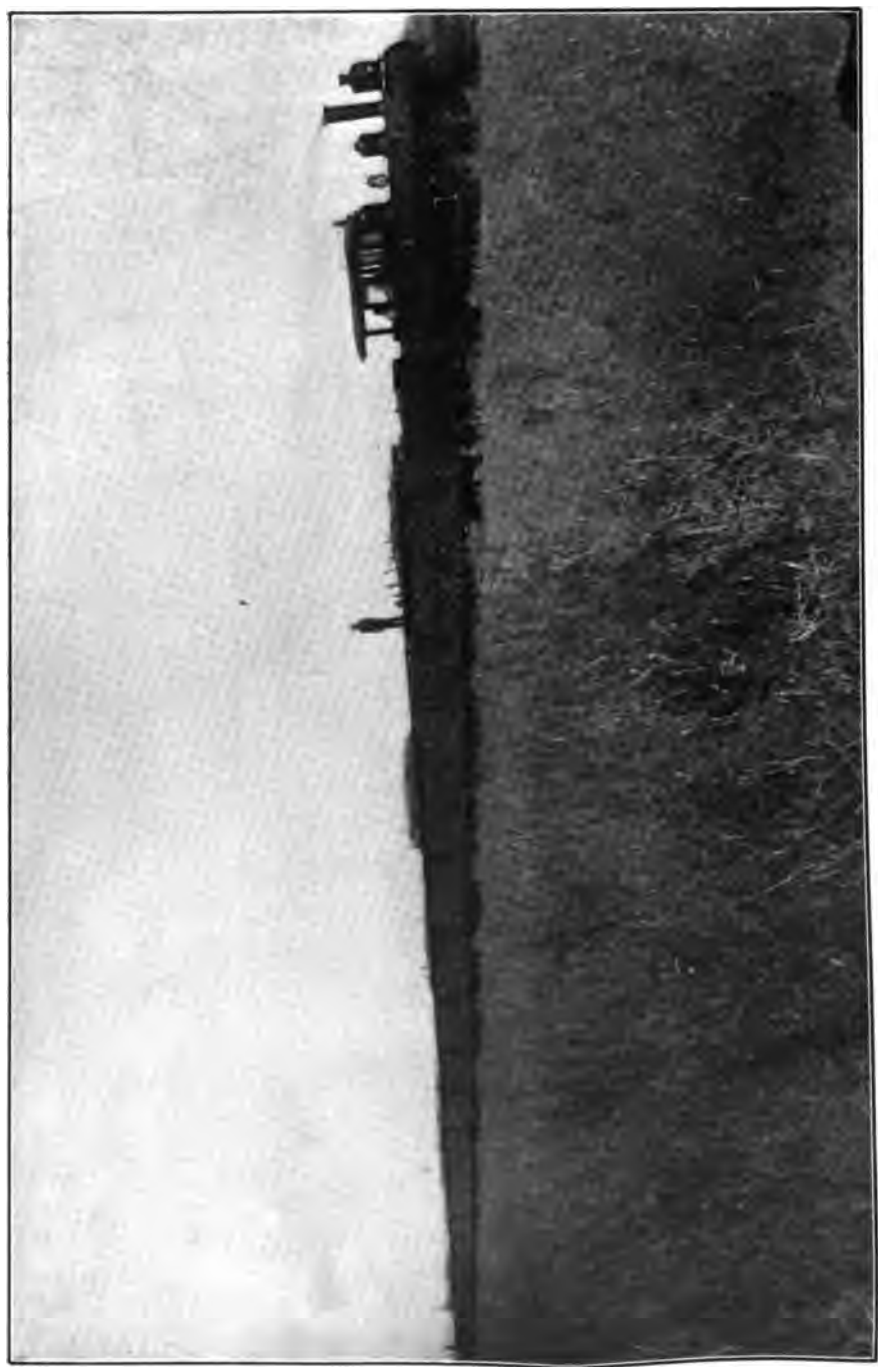


APPROACH TO TUNNEL, GIBARA AND HOLGUIN RAILROAD.



BRIDGE AT SAN ALEJO, CARACAS PLANTATION RAILROAD.

This railroad of 61½ miles cost over \$1,000,000.



A TRAIN LOAD OF SUGAR CANE, CARACAS PLANTATION RAILROAD.



A TRAIN LOAD OF SUGAR, CARACAS PLANTATION RAILROAD.

ART. 96. In case a passenger goes beyond the place indicated in his ticket, he shall only pay the excess corresponding to the greater distance traveled, provided he informs the chief of the train before starting from the station stated in his ticket.

If this notice shall not have been previously given, he shall pay double the amount of the excess of the distance which he may have traveled without a ticket.

ART. 97. The passenger who, on account of the lack of coaches, should be obliged to go into one of a higher class than the one to which he is entitled by his ticket, shall pay nothing to the company on account of the higher fare.

If, on the contrary, he should be obliged to occupy a seat of a lower class, the company shall refund to him the amount of his ticket as soon as his trip ends.

ART. 98. It is absolutely prohibited—

1. To enter or leave the cars by any other exit than that opening onto the platforms.

2. To lean out of the car while it is in motion.

3. To enter or leave cars except at stations and when the train shall have come to a full stop.

4. To board cars while the train is in motion.

5. To admit into cars more passengers than can be furnished with seats.

ART. 99. No intoxicated persons shall be permitted to enter cars, nor anyone carrying loaded firearms, or packages which, on account of their shape, size, or odor, may inconvenience the passengers.

Nor shall any person with a firearm be allowed on the platform without first proving that it is not loaded.

ART. 100. Passengers have a right to compel the ejection from the car, by the employees of the company or of the government, of anyone misbehaving, or who, by word or action, is offensive, or shall interfere with the order established, or cause disturbances or quarrels, as well as those who smoke in a car not reserved for smokers.

ART. 101. The companies shall always reserve one or more first-class sections in passenger trains for ladies who, traveling alone, may request it, and another section in which smoking shall be allowed.

These sections shall be designated by signs stating their purpose.

ART. 102. Dogs are not allowed in passenger coaches.

ART. 103. If any passenger violates the provisions of these regulations the agent of the administrative inspection, or in his absence the station masters or train chiefs, shall warn him in due season, and, when the gravity of the case requires it, institute the proper investigation in order to establish the facts.

ART. 104. In order that the passengers may make their claims, not only against the company, but also against its agents and employees, there shall be in each station a registry, which shall be inspected every month by those in charge of the administrative and business inspection.

CHAPTER VIII.

Receipts, transportation and delivery of baggage and merchandise.

ART. 105. The objects which are transported by railroads are classified, for the purpose of these regulations, as follows:

1. Baggage.
2. Parcels.
3. Merchandise.
4. Cattle of all kinds.

ART. 106. By baggage is understood clothing or articles for immediate use destined to the shelter, ornament, or cleanliness of passengers, books or tools of trade or profession, contained in trunks, chests, valises, boxes, hat boxes, satchels, saddle bags, hand bags, pillows, or under any covering whatsoever, or unpacked.

ART. 107. Baggage shall be transported in the same trains which carry its owners, and shall be delivered to them at the end of the trip.

ART. 108. By parcels are understood all packages which, without being subject to a declaration of contents, require special care and are transported with the same speed as passengers.

ART. 109. All articles which are not included in the classification of the foregoing articles are designated under the general name of merchandise.

ART. 110. The fourth classification comprises cattle, hogs, sheep, and goats, draft, burden, and saddle animals, dogs and other domestic animals, and domestic and pet birds in cages or crates.

ART. 111. Whosoever sends merchandise to railroad stations shall make a previous declaration as to the number of packages, weight, class, and quality.

Special precautionary measures shall be adopted for the transportation of such merchandise as may cause explosions or fires, or the deterioration or contact of which may damage other merchandise more or less.

Arr. 112. Every delivery made in the place designated for the proper employees of the company to receive articles to be transported shall be considered as a proper delivery and legally made.

The subordinate employees exclusively engaged in manual labor and the mechanical laborers in the offices and stations shall not be considered such employees.

Arr. 113. The companies shall be obliged to invoice parcels brought to them.

In order that this may be properly done, the companies shall keep two numbered stub books; one in which the articles to be transported with the same speed as passengers shall be entered, and the other in which to make a record of the goods to be carried in freight trains.

In both the weight and the rate of transportation of the articles shall be stated in the same order of dates as they are entered in the registry, unless the sender voluntarily consents to waive this privilege.

At the time of delivery a receipt shall be given the sender or the person in charge of the article, in which the number, class, weight, rate of transportation, and time which it is to be delivered shall be stated.

Arr. 114. The liability of the company as to delivery, to which the previous article refers, commences from the moment in which the company has taken charge of the merchandise in the place where it is to be received, even though the person in charge of this service may not have entered it in the books of the registry.

Arr. 115. The government, in accordance with the companies and after calling for the information it may deem convenient, shall designate the stations where tickets for passengers are to be sold and merchandise billed to all the points connected with the railroads, even when these points belong to other companies, as for the purposes of transportation all are to be considered as one line.

Arr. 116. A passenger carrying in his baggage jewels, precious stones, bank notes, money, stock of industrial companies, bonds of the national debt, or other valuables, shall state it, exhibiting them before the record is made, declaring the total amount represented by these articles, either with regard to their selling price or the price at which he estimates them.

Failure to comply with this requisite shall relieve the company of all liability in case of theft or loss.

Arr. 117. When the company, suspicious of the correctness of the declaration of the contents of a parcel, decides to examine the same, it shall proceed to do so before witnesses and in the presence of the sender or of the consignee. If the latter, invited by the company, are not present at the time, they shall be cited for that purpose by a notary public, who shall be requested to do so by an express mandate from the competent authority. If even then they should not appear the parcel shall be opened in the presence of the notary and the witnesses.

A proper report shall be drafted of the examination and its result signed by those present and by the notary, should the notary be present. The place and date of the examination shall be set forth therein, the notice given to the sender or to the consignee, his presence or refusal to attend, the kind of merchandise, its condition and number of packages, the details according to the declaration, and everything which may appear and be shown in the examination at the time the parcel containing it is opened; the names, profession, or business of the witnesses.

Arr. 118. After the report of the examination has been drafted, according to the provisions of the preceding article, the company shall send it to the chief officer of the district or province, so that the proper steps can be taken by the government without prejudice to the right of sending it also to the court of competent jurisdiction in case of a civil or criminal action.

Arr. 119. The company can not delay the time designated for forwarding the parcels, on account of suspicion of fraud or for any other reason, if the examination could have taken place at the point of delivery.

If the examination shows that the shipper has not made a false declaration, the company shall pay all the expenses of again closing the parcels and putting them in their original condition.

Arr. 120. Whosoever shall make a false declaration when shipping merchandise to the stations in order to pay a lower rate than that of the schedule, shall at once pay the company twice the excess and shall indemnify it for all damages and losses.

Arr. 121. When the company shall receive articles under a sealed cover it shall be exempt from all liability when delivering them with the seals intact and in their original shape to the shipper or to the consignee.

Arr. 122. If cash payment is not made in advance for the transportation charges as

per schedule the companies may refuse to carry empty cases as well as merchandise which may be damaged, or that requiring additional cover to preserve it, and finally that which, on account of its small value, will not cover the cost of transportation.

ART. 123. The companies have the right to refuse parcels badly made up, and all those not sufficiently packed so as to preserve the merchandise they contain.

Nevertheless, if the sender should insist that they be admitted, the company shall be obliged to forward them, but shall be exempted from all liability if it records its opposition, according to existing provisions in the receipt issued.

ART. 124. When the receipt or voucher given the interested parties by the company does not state the opposition to receive the merchandise to which the preceding article refers, it shall be liable for the damages appearing at the time of delivery at the point of destination; but even in this case it may evade the liability if it proves that the damages can not be ascribed to it.

ART. 125. Animals, merchandise, or any other articles to be transported at great speed, shall leave in the first train which includes cars of all kinds, provided that they have been presented for record three hours before the time of departure of said train. They shall be at the disposal of the persons to whom they are addressed two hours after the arrival of the train.

If there be no trains with cars of all kinds which run to the place of destination, they shall be transported in the first one leaving, whether it be an express or mail train.

When the transportation is to be made at slow speed, they shall be forwarded forty-eight hours at the latest after the entry of the article, which shall be at the disposal of the consignees twenty-four hours after the arrival of the train. For the transportation of draft and saddle animals, the number of hours' notice shall be given provided for by the schedules.

ART. 126. The shipping papers delivered by the company to the conductors of freight trains shall serve as evidence in favor of the owners who may have lost their receipt, provided they are identified.

ART. 127. The regular schedule rates are applicable to all packages or parcels which, although packed separately, constitute a remittance of more than 50 kilograms, provided it is made by one individual and addressed to a single person.

The parcels and excess of baggage under similar conditions shall be considered as a single remittance for the collection of rates fixed by the special schedule.

The express companies and other carriers shall not enjoy these benefits unless the articles forwarded by them are packed in a single parcel.

ART. 128. Transportation charges on merchandise, animals, and other articles not included in the schedule may be included in the class to which they are most similar, which classifications may be made temporarily by the company itself, but always submitting the same immediately to the secretary of public works, who may change, admit, or refuse them as he may deem best.

ART. 129. Whenever a parcel contains merchandise of different classes which, according to the schedule, pay a different rate of transportation, the one to be charged shall be that for the highest class.

ART. 130. The companies may establish, within the maximum schedules which they may have been permitted to establish, and without discrimination in favor of one shipper as against the other, other special rates between given points on the line; but the privilege to enjoy these rates shall not extend to transportation between other points.

ART. 131. In no case may the companies evade the liability imposed on them by these regulations for bad service.

ART. 132. Any special reduction or condition granted shall be extended to all shippers, without favoritism or discrimination.

ART. 133. Whenever a company grants to one or more shippers a reduction of the schedule rates the company shall inform the government of the conditions under which it has been made.

The companies shall open a register in which these conditions shall be recorded, which shall be shown to the persons who may request it. The registers shall be folioed and rubricated by the chief of the business inspection.

ART. 134. When there are special schedules for the transportation of certain merchandise, notice shall be given the shippers at the time it is invoiced, so that they may select the one most advantageous.

ART. 135. All changes in the schedule rates shall be communicated to the government one month in advance of the date they are to be published, and shall be brought to the knowledge of the chief officers of the provinces traversed by the railroad, who shall order their publication fifteen days before the new schedule is to become operative.

ART. 136. The rates fixed for the transportation of merchandise, by virtue of special schedules, can not be increased until after the expiration of one year from the time of their publication.

ART. 137. The delay in transportation shall give right to indemnity for damages, except in cases of force majeure.

ART. 138. The burden of proof in cases of force majeure is on the company; and until the company shall have proved it, its liability shall stand.

ART. 139. Robbery shall not be considered a case of force majeure, except when the company proves that it did everything in its power to prevent it; nor fire, unless it be proved that it was not due to the negligence or carelessness of the employees, nor to the insufficiency or bad condition of the means of transportation.

ART. 140. The railroad companies having terminals at maritime ports, provided they comply with the formalities and conditions prescribed by the custom-houses, may use, instead of a baggage depot for the examination of baggage, the trains on which it is carried.

ART. 141. The company which may have carried merchandise, without giving rise to any claims whatever, shall have a right of action against the consignees or the shippers for the cost of transportation and custody of the merchandise kept in good condition.

In default of payment proceedings shall be instituted in accordance with the commercial code.

ART. 142. The consignee shall pay the expenses of repacking whenever the company shall prove that it was unpacked to preserve the merchandise, which would otherwise have decayed or been lost.

ART. 143. Every action, the object of which is purely commercial, against the company, and in regard to transportation, shall be brought in the courts.

ART. 144. The provisions of law which submit to verification the weights and measures of merchants and manufacturers in their warehouses, stores, and shops open to the public, are applicable to railroad companies in all matters referring to transportation.

ART. 145. The companies shall always be liable for the loss and damage of articles intrusted to their care, whether the damage is due to their own employees or to strangers who may frequent their offices.

ART. 146. If the company leases the whole space in one of the cars of its trains, and does not, directly or indirectly, interfere in the handling of the freight, it shall not be liable for the loss or damage which may occur, being exempt from all responsibility.

ART. 147. In case of loss or damage of the effects transported, the company first charged with their handling can not make a claim against the others who were charged with the transportation, unless it prove that the merchandise was delivered to them in good condition. All the railroad companies are considered to be connected without a break, as if they were in a single line, for the purpose of transportation contracts.

ART. 148. The companies are not responsible for the natural wear and tear on the merchandise when it is not greater than ordinary and when it can not be attributed to fraud or carelessness.

ART. 149. In case the merchandise does not arrive at its destination in good condition and at the stated time, the owner or consignee has the right to insist on the liability of the company which may have failed to carry out these conditions.

In the same way it may be insisted on when the parcels, clearly and distinctly marked so that no doubt can arise, are delivered to a person different from the one who was to receive them.

ART. 150. Unjustifiable delay of passenger trains shall always be punished by fine when the delay shall exceed ten minutes for every 100 kilometers for express and mail trains, and twenty minutes for the same distance in case of mixed trains; shall also be punished by fine, without prejudice to their civil liability, when in the freight service the loss or damage in handling the merchandise is due to abandonment or carelessness, and when the delays exceed from one-fourth to double the time provided for in the regulations or agreed upon for the delivery.

ART. 151. If only part of the merchandise is delivered by the company within the time provided for by these regulations, the other part shall be the basis for claim for loss and damages; but the latter shall cover both when the consignee shall prove the impossibility of using one without the other.

Exceptions are made in cases of accident and of force majeure, which must be proved on the same day and place on which they may occur, and not by certificates obtained subsequently, and after the proceedings have been begun, unless a disturbance of public order may have prevented the authorities from freely performing their duties.

ART. 152. If the owner of parcels or packages temporarily mislaid shall have been indemnified for their loss, the company may, when the parcels are found, cite the owner to be present at the opening; and after the delivery is made the company shall recover the amount it paid, making allowance for the damage due to the delay.

If from investigation of the articles, fraud shall appear to have been committed in the declarations made by the owner, the company shall, in its turn, have a right to claim damages, giving information of the fraud to the courts of justice.

ART. 153. The companies may establish ordinary transportation services in order to facilitate communication between towns and the neighboring stations.

The interested parties shall nevertheless be at liberty to carry the goods in their own vehicles or send them by trustworthy persons should they prefer it, but in such case, when the parcels are delivered to the stations, this fact must be stated.

The companies shall then advise the consignee of the arrival of the trains within the period fixed in article 125, so that he may send for the merchandise belonging to him.

After the forty-eight hours allowed for such purpose have elapsed, if he does not remove the merchandise from the station, storage shall be charged from that time.

ART. 154. The companies may also establish schedules in combination with other land or maritime transportation companies, with the condition that on its lines the same rates shall be charged as when the articles are sent to the points favored by the schedule, even though the shippers, at their own expense, shall transport the merchandise by land or water, employing their own vehicles or vessels.

ART. 155. The consignee of merchandise can not refuse to receive it, even on a holiday, if he be in his house when the merchandise is delivered there.

ART. 156. The consignee who may desire to verify the weight of the merchandise delivered to him shall pay the expenses of reweighing, provided that the result shall be the weight stated in the receipt, as provided for by article 148 of this chapter. If they do not agree, the expense shall be defrayed by the company.

ART. 157. The examination of the parcels shall be made judicially when the consignee so demands it.

The experts called for this purpose shall state in their report the outward condition of the parcels, their weight, marks, and numbers, the nature and amount of the merchandise therein contained, their quality, whether they have been wet or suffered any other damage, the time when in their judgment the damage occurred, the probable cause thereof, and, finally, the amount of the damage.

ART. 158. The receipt for the articles transported, issued by the consignee, and the payment of the transportation, shall extinguish all right of action against the carrier.

ART. 159. The claims against the companies for loss or damage of articles transported shall be brought in the manner and time prescribed by the commercial code.

CHAPTER IX.

Procedure for the punishment of crimes and offenses against the safety and preservation of railroads.

ART. 160. The chief officer of the district or province crossed by railroads shall:

1. See that, fully exercising all their powers and with constant supervision, the mayors carry out the provisions of the law and these regulations in so far as they come under their jurisdiction.

2. Impose fines for the offenses on complaint of the inspections.

ART. 161. The ordinary tribunals shall have jurisdiction of the crimes committed on railroads.

ART. 162. The supervision of the railroads shall be mainly exercised by the officers of inspection and the companies' employees, both having for this purpose the character of sworn guards.

ART. 163. Any violation of these articles shall be denounced to the municipal judges of the jurisdiction where they may be committed by the employees of the inspection as well as by those of the company.

ART. 164. The denunciation authorized by the title and signature of the complaint shall be made in duplicate, declaring therein the place where the act denounced occurred, its date, the date of the complaint, the name and description of the offender, and his residence and domicile, if they be known.

On one of the two copies of the denunciation the judge shall acknowledge receipt thereof and return it to the complainant, keeping the other as to origin and basis of the subsequent proceedings.

ART. 165. Immediately after hearing the interested parties the judge shall enforce this law and these regulations, imposing the fines in a proper case, collecting them as soon as possible.

The trial being ended and the sentences executed, the judge shall inform the inspections of the line of the result of the proceedings.

ART. 166. The offenses committed by the concessionaires or lessors in the cases mentioned in article 12 of Division IV shall be punished by the chief officer of the districts or provinces on official complaint of the inspections, who shall specify them as clearly as possible, and classify them according to their importance and consequences.

ART. 167. The chief officer of the district or province, after hearing the concessionaires or lessors of the railroads, shall impose upon them the penalty they may have incurred, should they be guilty in his judgment. If the concessionaires or lessors seek the remittance of their fines they shall petition the secretary of public works, through the chief officer who imposed them, who shall forward said petition with his own report for the proper decision. The decision shall always state the reasons after hearing the officials or corporations deemed proper. From the decision of the secretary of public works there shall be no appeal.

ART. 168. The authors of the crimes or offenses mentioned in the railroad police law shall be turned over to the competent court, either by the employees of the inspections, or of the company, or by any other authority giving mutual assistance, in order to fulfill their duty.

CHAPTER X.

Miscellaneous provisions.

ART. 169. The concessionaires or lessors may freely appoint and discharge their employees, but the secretary of public works may order the company to discharge any of its employees, communicating the order through the chief of inspectors, who shall see that the employees are immediately discharged without any appeal.

Discharge from the service may take place:

1. When the reports of chiefs or divisions with regard to the technical employees show that these are incompetent or that they have placed or may place the safety of trains in jeopardy.

2. When the reports of inspecting chiefs of administration as to any employee of the company show that his remaining in the employ is dangerous either to the security of trains or the maintenance of public order.

Nevertheless, in the latter case the discharge can not be directed nor complaints admitted at the time of elections or thirty days thereafter.

ART. 170. Railroad employees shall wear a uniform different according to their classes and the road to which they belong.

ART. 171. Road guards and gate keepers may bear the same arms and enjoy the same privileges as government guards.

ART. 172. No engineer shall be employed in the railroad service without previously showing, in accordance with the instructions issued by the secretary of public works, the necessary qualifications for the faithful discharge of his duties.

ART. 173. Notice shall be given immediately by the station masters to the inspections of the chief officers of districts or provinces of any accident which may place in jeopardy the safety of the trains or endanger the passengers or employees of the company or any other persons.

ART. 174. If experience shows that besides the ordinary water and fuel deposits existing for the use of the engines, other intermediate deposits at distinct points of the road are necessary, they shall be constructed at the places designated by the government, after hearing the companies and the technical inspections.

ART. 175. The special regulations for the service and operation of each line shall be submitted by the concessionaires to the approval of the secretary of public works.

ART. 176. The written, printed, or lithographed instructions, orders, circulars, and provisions relating to the railroad service shall be immediately communicated to the inspections.

The manuscript orders shall be copied the day they are issued in a special register, which shall be presented to the inspections whenever demanded.

ART. 177. The chief inspectors of the secretary of public works shall have the right to examine the accounts of the companies' receipts and expenditures, the charters received by the companies, and any other documents relating to the operation of the road and by which its real condition may be ascertained.

ART. 178. All notifications to railroad complaints shall be made at their domicile, which is their principal place of business in this country. In the absence of the president, the secretary, or general manager, then a citation may be served on the principal person in charge of the operation of the railroad.

ART. 179. The companies shall not resist the attachment of their warehouses and depots when made by virtue of a judicial mandate. When an attachment is made

the articles attached shall in no case be dispatched and returned to the shipper or consignee, but they shall always be at the disposal of the court.

ART. 180. It is the duty of the company to keep in good condition the article which, for any reason whatsoever, may have been deposited in its stations.

When they require more care than the company can exercise, the provisions of the commercial code for similar cases shall be observed.

ART. 181. Articles forgotten by passengers and left in trains or waiting rooms, those falling on the way when the train passes, and all those the owners, shippers, or consignees of which are unknown shall be kept in a depository. A special record shall be made of the same, stating the date, and place of finding them, and their description.

If they have been advertised three times in the Official Bulletin of the district or province, and after a year has elapsed nobody has appeared to claim them, they shall be offered at public auction, and the proceeds thereof shall be applied to charitable institutions after deduction by the company of the expenses for care and storage.

ART. 182. The power conferred on each chief officer of a district or province by these regulations may be conferred in whole or in part to only one of the chief officers of the provinces crossed by the same railroad, as may be required by local conditions and by the better public service, in the judgment and at the will of the chief executive.

ART. 183. The telegraph lines in charge of the companies shall only send news, notices, and dispatches relating to the railroad service.

ART. 184. The care as well as the attendance and maintenance of the telegraph material, including the wires devoted to the government service, shall be at the expense of the companies.

The offenses committed against the telegraph service, and those causing destruction or damage of its material, shall be considered as offenses committed against the road, and as such punished according to the law therefor.

ART. 185. In the most public places of the stations, and especially in the waiting rooms, there shall always be posted, for public information, copies of these regulations.

Their provisions and those of the articles of conditions referring to merchandise shall also be posted in the places where the latter is received.

ART. 186. The chief conductor of every train shall always carry on the trip a copy of these regulations.

The engineers, firemen, brakemen, road guards, and other employees in the service of railroads shall be given an extract of the provisions of the regulations which they may have to observe.

ART. 187. The secretary of public works has the power to fix the times when the companies must submit for approval their regulations, schedules, and other provisions which they are compelled to do.

If the time fixed by the secretary of public works elapses without the companies doing so, the government shall decide as it may deem fit.

ART. 188. Offenses against these regulations, the decisions of the government, and those issued by chief officers of districts or provinces relating to railroads and their best service and police, shall be punished according to the law therefor.

ART. 189. All other provisions which may have been issued up to date for a better understanding and application of the articles of the regulations and laws of railroads in so far as they do not conflict with the prescriptions of these laws and regulations shall be considered in force.

APPENDIX.

LETTER OF RAILROAD MANAGERS CONCERNING TAXATION.

HABANA, *June 15, 1900.*

HONORABLE SIR: We understand that it is intended to introduce changes in the system of taxation in force in this island, and we would be neglecting our duty and prove untrue to the confidence placed in us by the stockholders did we not hasten to acquaint you with what we consider would be most suitable both to the State and to the taxpayers in reference to railway taxation.

In the first place, it is of importance to state that the railways of Cuba exist entirely due to private enterprise, and that they have not received subvention of any kind, either from the Spanish Government or from the local government of the island. The building and extension of same was so rapid that for a number of years there were no laws governing them, the royal decree of 10th December, 1858, being the first order issued with this object; the Spanish Government, taking into account the great necessity of developing same, conceded to the railway companies, in the royal decree referred to, the exclusive right to collect in full their tariff rates, which was equivalent to exempting them from all contribution.

And it is a fact that for many years the said companies did not pay tax in any form to the State, and only the enormous debt which weighed upon the island treasury owing to the ten years' war and the necessities created thereby compelled the Spanish Government to exact from the railways the tax, which appears in the schedule of the "Subsidio Industrial," industrial tax, of date 31st May, 1886; article No. 5 of the second tariff prescribing that railway companies, amongst others, shall pay 5 per cent of the amount distributed as profits among their shareholders, discounting from amount of such tax that of the territorial tax, which might have been paid by them on their properties.

Later the royal order of 12th May, 1893, sanctioned a new regulation, and in the second tariff it was decreed that the railways and navigation companies should pay 6.55 per cent of the net profits realized.

When the sovereignty of Spain ceased in the island of Cuba this was the only tax paid by the railway companies, as they did not pay the territorial tax, nor did they contribute in any form to the municipalities.

Although the companies could ask that the government of intervention free them from said industrial tax, as their right of entire exemption from all taxation, under the royal decree of 1858, is unquestionable,

and, moreover, the necessity which caused the companies to tolerate its imposition is now removed, they did not wish to hamper an authority, who was trying, by all possible means, to avoid conflicts, and to promote the moral and material interests of the island; this accounts for their silence and deferential attitude regarding the alteration of the industrial tax, which now orders that railway companies pay 4.7 per cent on their net profits in United States currency.

Therefore, in the necessity of contributing toward the revenue of State, we are of the opinion that the actual form of taxation imposed on railway companies of 4.7 per cent on their net profits is the most suitable and most in conformity with our habits and customs and the actual circumstances.

Making capital the base of contribution would occasion innumerable difficulties, as the system of taxation can not be essentially changed without exposure to serious danger, and accordingly the tendency of the established taxes and nature of the industries which have to contribute and character of the population that has to pay same should be considered.

To this must be added the fact that the investment of capital in Cuba has not the solidity of those of other countries, where the amount they should yield in each year can be calculated almost exactly, and the difficulty of this appreciation is greater when railways come under consideration, as here we have no travelers in the true sense of the word, only a certain number of almost the same individuals, who travel backward and forward from one place to another on special business; and as far as freight is concerned, we draw attention to the fact that sugar constitutes the main factor, and the transportation of same does not last more than four months a year, and that it may and does actually diminish from one year to another to an alarming extent.

In consequence, it is not possible to place on the same basis the railways of this island with those of the United States; for example, as besides the reasons already stated, it should be considered that in the United States they have an abundance of coal, engines, rails, and, in fact, everything that a railway may require, whereas in Cuba none of these conditions exist; everything has to be imported, paying freights and duties, which enhance the cost of construction, maintenance, and administration of the Cuban railways.

Nor should this comparison be applied to our case, as the legislation is not uniform, but varies in the different States forming the Union. In New York railways are taxed according to the value of the land occupied and buildings thereon; in Illinois, on the buildings situated in such counties wherein said tax is levied; the same form applies to Rhode Island, and in some other States the tax is levied on the share capital in the city where the main offices of the company are established.

If it is the intention to claim from the railways an increase of taxation over that at present levied, or if the basis is altered in such a manner that the capital is taken instead of the net profits on which to exact same, they will be condemned beyond a doubt to a miserable and languid existence, the shareholders will not receive any dividends, and none will feel disposed to the detriment of both private parties and the State.

For the reasons given we believe that the law at present in existence

should be maintained, to wit, 4.7 per cent on the net profits of those companies whose concessions do not exempt from the payment of any tax.

HABANA AND ALMACENES RAILROAD OF REGLA, LIMITED,
(INTERNATIONAL COMPANY,) L. RUIZ, *President*.

THE CUBAN CENTRAL RAILWAYS, LIMITED,
E. H. PEARSON, *General Manager*.

UNITED RAILWAYS OF CARDENAS AND JUCARO,
ISIDORO CANO, *President*.

MATANZAS RAILROAD COMPANY,
TIRSO MESA, *President*.

THE WESTERN RAILWAYS OF HABANA, LIMITED,
A. H. LIVERSEY, *General Manager*.

MARIANAO RAILROAD COMPANY,
ROBERT M. ORR, *General Manager*.

THE HABANA ELECTRIC RAILWAY COMPANY,
F. G. GREENWOOD, *General Manager*.

Maj. Gen. LEONARD WOOD, U. S. A.,
Military Governor of the Island of Cuba.

PRELIMINARY REPORT.

MATANZAS, CUBA, *December 6, 1900.*

ESTEEMED SIR: I have the honor to state that I have nearly completed my inspection of the various railroads of the island of Cuba, in compliance with your instructions of October 8, and that I have received reports from the following railroads, or am in receipt of advices that said reports are on the way to me: Western Railway of Habana, Habana Electric Railway, Guanabacoa Railway of the Cuba Electric Company, Cardenas and Jucaro Railroad, Matanzas Railroad, Guantanamo Railroad, Santiago Railroad of the S. & M. R. R. Co., Nuevitass and Puerto Principe Railroad, Tunas and Sancti Spiritus Railroad, Jucaro and San Fernando Military Railroad, Gibara and Holguin Railroad, Rodas, Turguino and Cartagena Railroad, Casilda and Trinidad Railroad, Juragua Railroad, Daiquiri Railroad, Baga and San Miguel Railroad, and San Cayetano and Vinales Railroad.

Am also in receipt of data concerning the following plantation railroads: Zaza Plantation Railroad, Narcisa Plantation Railroad, Victoria Plantation Railroad, Zozaya Plantation Railroad, Altamira Plantation Railroad, Reforma Plantation Railroad, Trinidad Plantation Railroad, Senado Plantation Railroad, and Lugareno Plantation Railroad.

Am still awaiting receipt of reports from the following railroads: United Railways of Habana, Cuban Central Railway of Sagua La Grande, and Mariano Railroad.

When I reach Habana next week I hope to have the same success with the managers of said three roads that I have had with the others personally seen, and induce them to make out the reports desired of said three railroads.

From inclosed telegrams and letters it will be seen that I have had some difficulty in securing most of the desired reports, the railroads at first strenuously objecting, and I had to wire them to report when thirty days had elapsed from October 24, the date of my letter requesting said reports.

I hope soon to have all of said reports in my hands, and will compile the data obtained therefrom with all possible speed and present same to you with recommendations that I believe will be beneficial to the railroads, the people of Cuba, and the United States' administration of Cuba's government. To make a thorough and complete inspection and report on over 1,200 miles of public railroad, representing over \$45,000,000 of capital and some 600 miles of plantation roads, is an undertaking the magnitude of which I fully realize, and to do it well is my main object.

I trust that the progress I have made meets with your approval, and I feel confident that you will be pleased with the data acquired, my report thereon, and the recommendations I will make in regard to the railroads of Cuba.

In making this preliminary report I can not omit stating that I sincerely hope that Congress will repeal the Foraker law at the earliest

possible moment, in order to permit of the building of many much-needed railroads over this fertile island, and particularly the one through the center of the island, which will be of immeasurable benefit to the entire island of Cuba, and will act as an important factor in the establishment of a stable form of government in this island; and as a further aid to secure the building of said greatly desired central line of railroad and the many much-needed branch roads, as well as cause the existing railroads to relegate their antiquated equipment and modernize their lines, I believe that railroad material and equipment should be temporarily added to the free list of the Cuban customs tariff for the limited period of one year. The repeal of the Foraker law and the temporary addition of railroad material to the free list of the Cuban tariff will cause over \$30,000,000 of new capital to be invested in Cuba during the coming year, which otherwise might take five years.

In conclusion, permit me to say that in going over the island and closely observing its government, I found everywhere the evidence of your able, wise, and excellent administration of affairs, ably seconded by the officers of the Army, whose labors show a zealous interest, conscientious work, and a fidelity to the great trust reposed in them and in our Government carrying out the important duty devolving on it to establish a stable form of government for the island of Cuba.

I have the honor to be, yours, very respectfully,

WILLIAM H. CARLSON.

Maj. Gen. LEONARD WOOD, U. S. A.,
Military Governor of Cuba.

[Letter transmitting statement of Sir William C. Van Horne.]

MATANZAS, CUBA, *December 12, 1900.*

ESTEEMED SIR: I have the honor to herewith inclose a statement received yesterday from Sir William C. Van Horne, giving his views concerning the railroads of the island of Cuba, which is respectfully submitted for your consideration in connection with my preliminary report of the 6th instant.

I believe one year's limitation of the free entry of railroad material into Cuba instead of two years, as suggested by Sir William C. Van Horne, will accomplish the greatest results and benefit to Cuba, as it will cause immediate action on the part of the Cuban railroads to modernize their lines and equipment, and at the end of a year, if circumstances would warrant an extension, it can then be determined to better advantage than at present.

Very respectfully,

WILLIAM H. CARLSON.

Maj. Gen. LEONARD WOOD, U. S.,
Military Governor of Cuba.

Work done by Louis Blaisdell, stenographer and typewriter, for Mr. William H. Carlson, special commissioner of railroads, from December 18, 1900, to February 23, 1901.

Spanish originals.....	309
Spanish copies.....	839
English originals.....	500
English copies.....	1,934
Spanish letters.....	494
English letters.....	269
Addressed envelopes.....	463
Total.....	4,858

SUPPLEMENTAL REPORT
OF
WILLIAM H. CARLSON, SPECIAL COMMISSIONER OF RAILROADS.

HABANA, CUBA, *March 23, 1901.*

ESTEEMED SIR: I have the honor to submit the following supplemental report on the railroads of Cuba. The same embraces the reports of the United Railways of Habana and the Marianao Railroad, additional data concerning the Cardenas and Jucaro and Tricornia railroads, as well as compilations based thereon, and my report of February 28, and draft of additional railroad laws.

There are 124 railroads in Cuba, representing a cost of \$68,474,407.46 in gold. Of the above there are 17 public railroads, representing a cost of \$57,164,715.46, and 107 private railroads, costing \$11,309,692. The railroads of Cuba aggregate a length of 3,355 kilometers, or 2,097 miles. Of same the public railroads aggregate 1,961 kilometers and the private railroads 1,394 kilometers in length.

The earnings of the 17 public railroads for the last fiscal year amount to \$6,212,143.37, and their operating expenses aggregate \$4,107,340.09, leaving a profit of \$2,120,662.81 to 15 of the public railroads, and only two of the public railroads were operated at a loss, they being the Sancti Spiritus and Holguin railroads, the aggregate losses of which amount to \$15,859.53.

The refusal of the officers of the Cardenas and Jucaro Railroad to permit three of its stockholders, representing over \$1,000,000 worth of stock, to inspect the list of stockholders of said company is contrary to public welfare, and I respectfully suggest the promulgation of a law similar to that of the State of New York, permitting the inspection of the stock book of a corporation by a shareholder or judgment creditor. A copy of said law is herewith submitted.

In order to facilitate the future work of securing reports from the railroads of Cuba I respectfully suggest the promulgation of the draft of several proposed additional railroad laws, which are herewith submitted. The same is based on the laws of the State of New York, and their enactment here is urgently needed in order to protect the people's interests in and upon the railroads of the island of Cuba.

The accompanying letter from Hon. Leopoldo Cancio, secretary of finance of Cuba, will show the progress being made to secure complete data in regard to the taxes paid by the railroads of Cuba, the acquisition of which will assist in improving the system of railroad taxation.

The amount of taxes paid by the public railroads of Cuba for the last fiscal year aggregates \$50,741.92 (according to the statement furnished by the secretary of finance), but as the Guantanamo Railroad was not included therein, a statement has been called for as to the amount of taxes paid by it. In connection therewith, the following figures will show the need of an ultimate adjustment of the present inequitable system of railroad taxation, which seems unjust and discriminating between the various railroads, let alone the question of a fair and equitable system of taxation in general.

The Marianao Railroad of only 9 miles paid \$853 more in taxes than did the United Railways of 246½ miles. The Cardenas and Jucaro Railroad of 206 miles paid nearly four times as much as the United Railways of almost similar length. The Puerto Principe and Nuevitas Railroad of 45 miles paid \$1,569 more in taxes than did the United Railways of over five times greater mileage. The said 45-mile railroad paid \$685 more in taxes than did the Matanzas Railroad of four times greater mileage. The Western Railway paid more than twice as much as did the United Railways, although the latter is more than twice as long; and the Cuban Central Railway paid three times as much as the United Railways, although the latter is 60 miles longer. The United Railways of Habana, although the longest and most valuable railroad in Cuba, paid only \$3,816.62, which was nearly \$1,000 less than was paid by the smallest public railroad in Cuba—the Marianao, of 9 miles.

The comparison does not indicate an equitable system of taxation between the railroads themselves, and in comparison with property values in general, it need be but stated that the United Railways, capitalized at \$17,275,200, and which earned \$1,529,006.48 gross during the last fiscal year, paid only \$3,816.62 in taxes, which is at the rate of only \$15 per mile.

These conclusions corroborate the opinion I expressed in my report of February 28 in regard to the present system of taxing railroads according to their net profits, which I do not think is as fair and equitable as the system of the State of New York, which I respectfully suggest should be adopted in Cuba.

I sincerely hope that my recommendation for the free entry for one year of railroad material into Cuba will be approved by yourself, as it will materially aid the building of the greatly needed central line of railroad, which American capital is now rapidly constructing, despite the several obstructions which should not be in its way. Nearly 2,000 men are now at work thereon, which force it is expected to increase to 6,000 within a month. The president of said company proposes to complete the 400 miles of proposed railroad within one year, which will be at the rate of over a mile a day. To do so will require over 12,000 laborers, and that Sir William C. Van Horne can successfully handle such a large force was ably demonstrated in his building of the great Canadian Pacific Railway, whereon he employed over 15,000 laborers at one time, surmounting obstacles in the shape of lofty mountains and torrential streams, none of which will obstruct the building of the central line of railroad in Cuba.

Likewise I trust that the Foraker amendment will be repealed, as it stands to-day as an obstacle to the execution of many important enterprises for the development of Cuba. It is presumed that the said law has protected the interests of the people of Cuba. To some extent it

has, but I believe that it has also protected the existing railroads of Cuba by preventing the building of competing railroads. Being a believer in the principle that competition is the best regulator of the rates of transportation, the same as it is the best regulator of the prices of merchandise, hence I favor the repeal of the Foraker law in order to permit of the building of such new railroads as the country can sustain, as well as such necessary extensions of the existing railroads as the enterprise of their owners will cause them to undertake.

Am pleased to know that private parties are willing to purchase the Triscornia military railroad, and pay every dollar which it has cost the government to build. This corroborates the opinion expressed in my report of February 28, wherein I recommend that said railroad be leased to private parties, as thereby the government will ultimately receive offers of the full cost of said valuable terminal railroad, seven warehouses, and two wharves.

Aside from my official duties, I have naturally observed the people of Cuba, heard their views, and endeavored to obtain a correct knowledge of the existing conditions in Cuba. My conclusions thereon are that your excellent administration of the great trust and responsibility which destiny has conferred on the United States is being performed with most beneficial results to the people of Cuba, 95 per cent of whom I believe appreciate your work. Consequently, as the depression of war times is now a thing of the past, and as the prosperity of the people of Cuba is daily increasing, they are mostly happy and contented, as is evidenced by their appearance and the happy songs they sing. Poorly fed and disgruntled people do not sing and look happy. As most of the people of Cuba are enjoying the new era of increasing prosperity, which advances with the coming of each day, it is a pleasure to know that it is one of the results of your able administration. I believe that most of the people of Cuba will trust implicitly in the good results that will come to them from the policy which the United States has decided to carry out in Cuba. All of the good reforms which you have undertaken for the welfare of the people of Cuba can not be consummated in a day. What grand results you have already accomplished are most wonderful, and a just and grateful people can not help but appreciate the same.

Wishing you all success in your good work, I have the honor to be,
Yours, very respectfully,

WILLIAM H. CARLSON.

Maj. Gen. LEONARD WOOD, U. S. A.,
Military Governor of Cuba, Habana.

(See preliminary report, December 6, 1900, page 131.)

Cost of the railroads of Cuba.

Aggregate of the capital stock and funded indebtedness of the 17 public railroads	\$67,869,715.46
Deductions:	
Habana Electric Railway Company, having a funded indebtedness of \$4,000,000—deduct the amount of its capital stock	\$10,000,000
Cuban Electric Company, having a capital stock of \$1,000,000, and reporting the cost of its railroad, wharves, and ferry at \$295,000—deduct the difference	705,000
	<hr/> 10,705,000.00
Cost of the 17 public railroads of Cuba	57,164,715.46
Cost of the 107 private railroads of Cuba	11,309,692.00
	<hr/> 68,474,407.46
Cost of the 124 railroads of Cuba	

Capital stock and funded indebtedness of the public railroads of Cuba.

Name.	Capital stock.	Funded indebtedness.	Aggregate.
Western Rwy. of Habana.....	\$300,000.00	\$1,978,500.00	\$2,278,500.00
Matanzas R. R.....	5,850,000.00	97,680.00	5,947,680.00
Cuban Central Rwys.....	8,784,000.00	3,416,000.00	12,200,000.00
Cardenas and Jucaro R. R.....	8,000,000.00	.....	8,000,000.00
Santiago R. R.....	1,200,000.00	150,000.00	1,350,000.00
Puerto Principe and Nuevitas R. R.....	1,000,000.00	.....	1,000,000.00
Guantanamo R. R.....	1,000,000.00	.....	1,000,000.00
Gibara and Holguin R. R.....	232,500.00	179,000.00	411,500.00
Tunas and Sancti Spiritus R. R., estimated cost.....	390,000.00	.....	390,000.00
San Cayetano and Vinales R. R.....	350,000.00	250,000.00	600,000.00
Jucaro and San Fernando Military R. R., cost to Spanish Government.....	1,145,800.00	.....	1,145,800.00
Tricornia Military R. R., total cost to Dec. 31, 1900 (including 2 deep-water wharves, 7 warehouses, rights of way, terminal grounds, etc.) without destruction of any credits for transportation of troops and supplies since December, 1898, as well as storage of army supplies in said 7 warehouses.....	453,263.46	.....	453,263.46
Trinidad (Government) Rwy., operation abandoned by builders; railroad forfeited to Government; estimated original cost, \$117,772.....	117,772.00	.....	117,772.00
United Rwys. of Habana.....	17,275,200.00	.....	17,275,200.00
Marianao R. R.....	700,000.00	.....	700,000.00
Habana Electric Rwy. Co.....	10,000,000.00	4,000,000.00	14,000,000.00
Cuban Electric Rwy. Co.....	1,000,000.00	.....	1,000,000.00
Total.....	57,798,585.46	10,071,180.00	67,869,715.46

Earnings and operating expenses of the public railroads of Cuba for the last fiscal year.

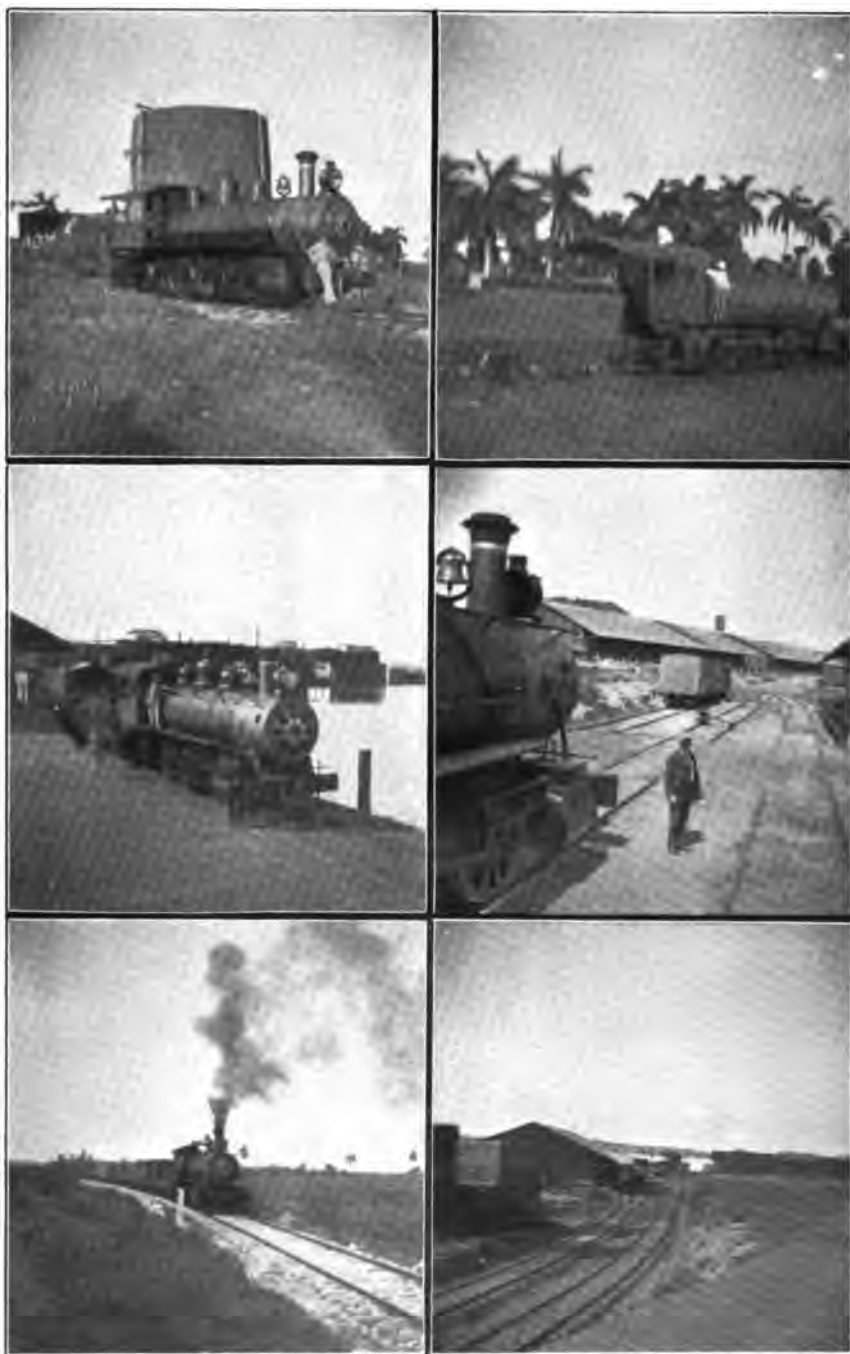
Name.	Earnings.	Operating expenses.	Profit.	Loss.
Western Rwy. of Habana.....	\$1,034,488.60	\$486,996.64	\$547,491.96	.....
Matanzas R. R.....	478,668.63	401,832.61	76,836.02	.....
Cuban Central Rwys., Limited.....	1,041,604.58	588,798.13	452,806.45	.....
Cardenas and Jucaro R. R.....	882,686.26	611,194.55	271,491.71	.....
Santiago R. R.....	137,516.49	136,489.03	1,027.46	.....
Puerto Principe and Nuevitas R. R.....	292,442.42	191,120.33	101,322.09	.....
Guantanamo R. R.....	152,329.06	122,910.04	29,419.02	.....
Gibara and Holguin R. R.....	54,541.43	55,004.95	.....	\$463.52
Tunas and Sancti Spiritus R. R.....	31,376.28	46,771.29	.....	15,395.01
San Cayetano and Vinales R. R. ¹	0.00	0.00	0.00	0.00
Habana Electric Rwy. Co.....	323,799.28	303,680.26	20,119.02	.....
Cuban Electric Co.....	64,697.76	58,690.09	5,007.67	.....
Jucaro and San Fernando (Military) R. R.....	33,510.05	31,034.56	2,475.49	.....
Tricornia Military Rwy. ²	22,240.75	21,570.22	670.53	.....
Trinidad (Government) R. R. ³	0.00	0.00	0.00	0.00
United Rwys. of Habana.....	1,529,006.48	954,449.92	574,556.56	.....
Marianao R. R.....	133,236.30	95,797.47	37,438.83	.....
Total.....	6,212,143.37	4,107,340.09	2,120,662.81	15,859.53

¹ Not in operation, owing to damaged condition caused by war and storms.² Based on 12,709 tons moved during year at \$1.75 per ton.³ In using said rates to estimate the earnings of the Tricornia Railroad, it is considered as including wharfage, warehousing and handling. All the freight handled being government property, no actual charge has been made for same.*Length of the railroads of Cuba.*

Length of the 17 public railroads of Cuba.....	kilometers..	1,960.994
Length of the 107 private railroads of Cuba.....	do.....	1,394.660
Length of the 124 railroads of Cuba.....	do.....	3,355.654
Reduced to miles (1 kilometer= $\frac{1}{2}$ of 1 mile).....	miles..	2,097.283



CARACAS PLANTATION RAILROAD, LOCOMOTIVE NO. 7.



SCENES ALONG THE TRISCORNIA MILITARY RAILWAY.



BRIDGE AT MESINO DAM, CARACAS PLANTATION RAILROAD.

Length of public railroads of Cuba.

	Kilometers.
Western Railway of Habana.....	177. 700
Matanzas Railroad.....	284. 000
Cuban Central Railways.....	344. 500
Cardenas and Jucaro Railroad.....	338. 908
Santiago Railroad.....	50. 958
Puerto Principe and Nuevitas Railroad.....	73. 000
Guantanamo Railroad.....	36. 425
Gibara and Holguin Railroad.....	81. 450
Tunas and Sancti Spiritus Railroad.....	3 ^o 000
San Cayetano and Vinales Railroad.....	24. 000
Jucaro and San Fernando Military Railroad.....	67. 000
Tricornia Military Railroad.....	9. 470
Trinidad (Government) Railroad.....	29. 443
United Railways of Habana.....	417. 608
Marianao Railroad.....	13. 000
Habana Electric Railway Company.....	20. 272
Cuban Electric Company.....	4. 260
Total	1, 960. 994

Length and cost of the private railroads of Cuba.

Name.	Length.	Cost.
	Kilometers.	
Cobre R. R. Co.....	13 ¹ / ₂	\$750, 000
Cuban Steel Ore Co.'s R. R.....	7 ¹ / ₂	350, 000
Juragua Iron Co.'s R. R.....	30 ¹ / ₂	1, 100, 000
Spanish-American Iron Co.'s R. R.....	6	1, 200, 000
Sagua Iron Co.'s R. R.....	13	1, 600, 000
Plantation Railroad:		
Armonia (Bolondron).....	4	120, 000
Australia.....	11	33, 000
Averhoff.....	2 ¹ / ₂	21, 000
Adela.....	21	126, 000
Aguada.....	1	5, 000
Aguedita.....	8 ¹ / ₂	90, 000
Altamira.....	4	45, 000
Baga and San Miguel.....	8 ¹ / ₂	142, 000
Banes.....	29	1116, 000
Caracas.....	98	1, 000, 000
Carahatas.....	8	40, 000
Carmen.....	1 ¹ / ₂	10, 000
Colonia Santa Rosa.....	14	21, 000
Conchita.....	51	100, 000
Dolores.....	3	15, 000
Dos Hermanos.....	7	100, 000
Dulce Nombre.....	8 ¹ / ₂	21, 000
Elizalde.....	5	15, 000
El Pilar.....	5	30, 000
El Salvador.....	18	90, 000
Esperanza (Calimete).....	3 ¹ / ₂	17, 500
Esperanza (Guantanamo).....	10	15, 000
España.....	3 ¹ / ₂	10, 000
Fajardo.....	2 ¹ / ₂	13, 000
Feliz.....	5 ¹ / ₂	20, 806
Flora.....	1	15, 000
Hatilla.....	2 ¹ / ₂	12, 000
Hormiguero.....	30	1, 120, 000
Josefita.....	6	30, 000
Las Cañas (Alacranes).....	22	188, 000
Las Cañas (Guantanamo).....	10	140, 000
La Julia.....	8	140, 000
Lequetio.....	24	250, 000
Limonos.....	15	75, 000
Loteria.....	20	106, 000
Luisa.....	1 ¹ / ₂	20, 000
Margarita y Teresa (Alacranes).....	8	24, 000
Margarita y Teresa (San Nicholas).....	3 ¹ / ₂	20, 000
Mercedita.....	15	100, 000
Narcisa.....	82	265, 000
Nena.....	1 ¹ / ₂	4, 000
Nombre de Dios.....	2	14, 000
Nueva Pas.....	10	30, 000
Perseverancia.....	17. 83	59, 000
Portueza (Calimete).....	15	60, 000
Portugalete.....	8	20, 000
Providencia.....	12	58, 500
Redemcion.....	24	72, 000

¹ Estimated.

Length and cost of the private railroads of Cuba—Continued.

Name.	Length.	Cost.
Plantation Railroad—Continued.		
	<i>Kilometers.</i>	
Reforma	4½	\$27, 000
Reglita	3½	50, 000
Rodas	22½	300, 000
Rosario	12	125, 000
San Agustín (Cienfuegos)	26	350, 000
San Agustín (Quivican)	9	44, 000
San Agustín (Remedios)	12	108, 000
San Carlos	8	82, 000
San Cayetano	1	8, 500
San José (Hateuy)	28	100, 000
San José (Placetas)	3½	31, 500
San Miguel (Guantanamo)	8	60, 000
San Miguel (Guíra)	1½	15, 000
San Vicente	2	110, 000
Santa Catalina	2	110, 000
Santa Cecilia	6	36, 000
Santa Filomena	2	6, 000
Santa Gertrudis	37	170, 000
Santa Lucía	31½	128, 000
Santa Lutgarda	5	25, 000
Santa María	7	21, 000
Santa Rita (Baro)	8½	135, 500
Santa Rita (Madruga)	3½	30, 000
Santa Teresa	21½	129, 000
Santísima Trinidad	10	30, 000
Senado	80	255, 000
Soledad (Cienfuegos)	27	1270, 000
Soledad (Guantanamo)	9	50, 000
Soledad (Jovellanos)	10½	142, 000
Teresa (Melena)	17	60, 000
Tivo-Tivo	1	8, 225
Toledo	10	150, 000
Trinidad	11½	129, 500
Triunfira	8	133, 000
Unidad	5	35, 000
Union	4	116, 000
Vitoria	50	200, 000
Zaza	72	145, 000
Alava	14½	72, 500
Dolores (Jovellanos)	6	20, 000
Guipuzueva	7½	31, 500
Josefita (Palos)	6	30, 000
La Julia	5	15, 000
La Vega	1½	6, 666
Majagua	2½	12, 500
Occitania	3½	8, 000
San Antonio	6½	26, 000
San Rafael	11½	28, 000
Santa Matilde	1	18, 000
Santa Rosa	3	15, 000
Tinguaro	1½	12, 000
Victoria (Sagua)	52	300, 000
Mercedes	3½	17, 500
Caney	1	5, 000
Total of 107 private railroads	1, 394. 66	11, 309, 692

¹ Estimated.

LAW OF THE STATE OF NEW YORK PERMITTING THE INSPECTION OF STOCK BOOK OF CORPORATION.

[Section 29 of Article II of chapter 36 of the General Laws of New York. Page 2,901 of the Revised Statutes of New York, by Clarence L. Birdseye, esq.]

Every stock corporation shall keep at its office correct books of account of all its business and transactions, and a book to be known as the stock book, containing the names, alphabetically arranged, of all persons who are stockholders of the corporation, showing their places of residence, the number of shares of stock held by them, respectively, the time when they respectively became owners thereof, and the amount paid thereon. The stock book of every such corporation shall be open daily during business hours for the inspection of its stockholders and judgment creditors, who may make extracts therefrom. No transfer of stock shall be valid as against the corporation, its stockholders and creditors, for any purpose except to render the transferee liable for the debts of the corporation according to the provisions of this chapter, until it shall have been entered in such book, as required by

this section, by an entry showing from and to whom transferred. Such latter book shall be presumptive evidence of the facts therein so stated in favor of the plaintiff, in any action or proceeding against such corporation or any of its officers, directors, or stockholders. Every corporation that shall neglect or refuse to keep or cause to be kept such books, or to keep any book open for inspection as herein required, shall forfeit to the people the sum of \$50 for every day it shall so neglect or refuse. If any officer or agent of any such corporation shall willfully neglect or refuse to make any proper entry in such books or shall neglect or refuse to exhibit the same, or allow them to be inspected and extracts taken therefrom, as provided in this section, the corporation and such officer or agent shall each forfeit and pay to the party injured a penalty of \$50 for every such neglect or refusal, and all damages resulting therefrom.

DRAFT OF PROPOSED ADDITIONAL RAILROAD LAWS.

[Based upon the laws of the State of New York.]

Every railroad corporation shall, on request, furnish to the secretary of public works any necessary information required by him concerning the rates of fare for transporting freight and passengers upon its road and other roads with which its business is connected, and the condition, management, and operation of its road, and shall, on request, furnish to the secretary of public works copies of all contracts and agreements, leases, or other engagements entered into by it with any person or corporation, or any other information which may be requested by him.

The secretary of public works in the performance of his official duties may enter and remain during business hours in the cars, offices, and depots, and upon the railroads of any railroad corporation within the island of Cuba, or doing business therein, and may examine the books and affairs of any such corporation and compel the production of books and papers or copies thereof, and the secretary of public works may cause to be subpoenaed witnesses, and if a person duly subpoenaed fails to obey such subpoena without reasonable cause, or shall without cause refuse to be examined, or to answer a legal or pertinent question, or to produce a book or paper which he is directed by subpoena to bring, or subscribe his deposition after it has been correctly reduced to writing, the secretary of public works may take such proceedings as are authorized by the code of civil procedure upon the like failure or refusal of a witness subpoenaed to attend the trial of a civil action before a court of record or a referee appointed by such court. The secretary of public works shall also take testimony upon, and have a hearing for and against any proposed change of the law relating to any railroad, or of the general railroad law, if requested to do so by the chief executive or by any railroad corporation, or incorporated organization representing agricultural or commercial interests in the island of Cuba, and shall report his conclusions in writing to the chief executive, corporation, or organization making such request; and shall recommend and draft such proposed laws as will, in his judgment, protect the people's interests in and upon the railroads of the Island of Cuba.

If, in the judgment of the secretary of public works, it shall appear that any railroad corporation has violated any law of the island of Cuba or neglects in any respect to comply with the terms of the law by which it was created, or unjustly discriminates in its charges for services, or usurps any authority not granted by law, or refuses to comply with the provisions of any law, or with any recommendation of the secretary of public works, he shall give notice thereof in writing to the corporation, and if the violation, neglect, or refusal is continued after such notice, he may forthwith present the matter to the secretary of justice, who shall take such proceedings thereon as may be necessary to immediately cause the execution of the recommendations of the secretary of public works for the protection of the public interests.

Every person or corporation owning, leasing, operating, or in possession of a railroad in the island of Cuba shall make an annual report to the secretary of public works of its operations for the year ending with June 30, and of its condition on that day, which shall be verified by the oaths of the president, or treasurer, and the general manager, or acting superintendent, and shall be filed in the office of the secretary of public works on or before September 1 in each year. The secretary of public works may in his discretion change the date of the annual report and of filing the same, but the length of time between the date of the annual report and the filing of the same shall not be less than herein prescribed. Any person or railroad corporation which shall neglect to make any such report, or which shall fail to correct any such report within ten days after notice by the secretary of public works, shall be liable to a penalty of \$250, and an additional penalty of \$25 for each day after September 1 on which it shall neglect to file the same, to be sued for in the name of the people of the island of Cuba, for their use.

MILITARY GOVERNMENT OF CUBA,
DEPARTMENT OF FINANCE,
Habana, March 14, 1901.

Mr. W. H. CARLSON,
Special Railroad Commissioner of Cuba, Habana.

This department has decided to inform you, in answer to your attentive official letter of the 12th instant, first, that the Marianao Railroad does not appear in the statement of companies which paid in the now suppressed tax of 10 and 3 per cent, which was forwarded to you on the 26th of last month, owing to the fact that the said railroad was declared to be exempt from that tax by decision of May 24, 1898; second, that the reasons why the Gibara, Guantanamo, Sabanilla, Rodas, Caracas, Carahatas, Abeus, Habana Electric and Cuban Electric railroads do not appear in the statement of the companies which have paid the 4.7 per cent of their profits for the fiscal year ending June 30, 1900, are:

Gibara: This payment is pending a settlement of a protest filed by the interested parties, in this department, against the assessment as rendered by the tax collector of the fiscal zone of Holguin.

Guantanamo: This department does not know the reason why this payment has not been made.

Sabanilla (Santiago): Because they sustained losses, and consequently there was no occasion to pay anything.

Rodas, Caracas, Carahatas, and Abeus: These were private enterprises at November 13 last, the date of Order No. 463, according to which all private railroads pay their tax to the municipalities according to their profits, instead of to the state, as per paragraph 120 of tariff 2 of industrial tax.

Habana Electric and Cuban Electric: Because, in accordance with Paragraphs J and E of Order No. 254, they pay their tax to the municipalities, and their fiscal year (the date when these taxes become due) closed with December 31, which was after the Order No. 254 referred to was issued and became effective.

Also I have the pleasure of informing you that in the statements sent there were not included the amounts paid by the ferry companies to the ayuntamientos, on account of not having this data at hand, but if you desire it same will be requested and forwarded to you. With this object in view I would be pleased to have you advise me in regard to this matter at the earliest possible moment.

Very respectfully,

LEOPOLDO CANCIO,
Secretary of Finance.

UNITED RAILWAYS OF HABANA AND REGLA WAREHOUSES, LIMITED, DECEMBER
31, 1900.

[London board: E. M. Underdown, Q. C., chairman; Señor Don A. G. de Bustamante, Marques del Solar; Sir Henry Mather Jackson, Bart.; G. P. Torrens, C. J. C. Scott. Habana board: Señor Luciano Ruiz, acting president; Don Arturo Amblard, Jose Maria de Montalvan, John A. McLean. Auditors: Deloitte, Dever, Griffiths & Co. Secretary: David McLean, A. C. A.]

REPORT FOR THE YEAR ENDING DECEMBER 31, 1899.

The directors submit herewith the audited accounts of the company for the year ended December 31, 1899. The year's gross revenue from the working of the railways, warehouses, etc., amounted to £313,321 5d., as against £286,012 15s. 4d. for ten months and twenty days in 1898. The working expenses for the year amounted to £199,920 16s. 2d., leaving a balance of £113,400 4s. 3d., which, with interest and transfer fees (£1,672 18s. 6d. and £951 12s. 1d.) brought forward from 1898, makes a total of £116,024 14s. 10d., and, after payment of the interest on the debentures and bonds amounting to £96,435, leaves a total available amount of £19,589 14s. 10d. Out of this sum the board, after carrying £2,500 to revenue reserve, recommend the payment of 1 per cent on account of the cumulative dividend of 3 per cent on the preferred shares for the year 1899, leaving a balance to be carried forward of £3,089 14s. 10d. The interest received on the investment of the special reserve fund (£1,960 1s. 3d.) has been placed to reserve. The gross revenue from the railways having given the satisfactory total of £24 1s. 7d. per mile per week, the board has every reason to anticipate a larger surplus. The receipts are made up of different elements to those of the former financial period. Peace having been restored at the end of 1898, the military traffic practically ceased, and ordinary traffic was resumed, necessitating a radical change in the character of the local administration and traffic management. The cost of these departments has increased, however, at a rate much in excess of the anticipations of the board and of what they consider to be the requirements of the traffic.

A serious strike and the rise in wages, granted in disturbed times, also resulted in a great increase in the expenses, and the difficulties of the transfer of such a large undertaking, with its staff, to an English company have necessarily delayed complete reorganization, but this is being remedied; the board has, moreover, decided to send out to Cuba a gentleman of great experience in foreign railway matters, with the powers of a managing director, to carry out promptly the economies already directed by the board.

The business of the warehouses and wharves of the company at Regla, although much affected by the depressed state of the sugar industry, is being carefully developed. They are in direct communication with the principal railway systems. The water near the wharves has been deepened by dredging, and at an early date the largest steamers trading with Cuba will be able to discharge alongside, while a portion of the buildings has been licensed as bonded warehouses, which is a trade facility new to the island.

Good progress has been effected in repairing the damage caused during the war, and in the renewals and maintenance of the lines and stations.

The board has to report, with regret, the death in Spain of the Marques de Arguelles, for many years president of the Banco del Comercio Ferrocarriles Unidos de la Habana y Almacenes de Regla, and subsequently up to his death president of the local board of this company.

Consequent upon the change of government in the island certain of the company's articles of association require amendment, and the notice convening the meeting sets out the special resolutions which the board recommends to be passed with this object.

In accordance with the articles of association, Sir Henry Mather Jackson, Bart., retires, and, being, eligible offers himself for reelection. The auditors, Messrs. Deloitte, Dever, Griffiths & Co., offer themselves for reelection.

By order:

D. McLEAN, *Secretary.*

OFFICES OF THE COMPANY, 1 QUEEN VICTORIA STREET,
London, E. C., May 29, 1900.

Statement of accounts to December 31, 1899.

No. 1.—CAPITAL AUTHORIZED AND ISSUED BY THE COMPANY IN TERMS OF THE ARTICLES OF ASSOCIATION.

	Capital authorized.	Capital issued.	Capital retained to be issued in accordance with the agreement for transfer of property.	Balance available for future issue.
Preferred shares of 10 each, represented by share certificates and share warrants	^a £1,400,000	£334,650		
Preferred provisional scrip		1,065,350		
Deferred shares of 10 each	140,000	140,000		
Per cent "A" irredeemable debenture stock	400,000	350,000		£50,000
5 per cent consolidated irredeemable stock	^b 1,600,000	^c 1,370,100	^d £208,600	21,300
Total	3,540,000	3,260,100	208,600	71,300

^a Representing \$7,000,000 share capital of the Banco del Comercio Ferrocarriles Unidos de la Habana y Almacenes de Regla.

^b Created principally to exchange £1,566,900 5 per cent 1890 bonds of the Banco del Comercio Ferrocarriles Unidos de la Habana y Almacenes de Regla.

^c Representing £1,358,300 bonds of 1890 and £11,800 consolidated debenture stock issued.

^d Available for the redemption of £208,600 outstanding 1890 bonds of the Banco del Comercio.

No. 2.—RECEIPTS AND EXPENDITURES ON CAPITAL ACCOUNT.

EXPENDITURES.				£	s.	d.
To capital expenditure as per account to December 31, 1898				3,220,507	18	9
Add expenditure during 1899, vide Abstract AA	£	s.	d.			
Cost of special audit	38,482	4	4			
Lost on old stationery sold	692	7	10			
	502	13	0			
				39,687	5	2
				3,260,195	3	11

Less amount recovered in respect of debts incurred prior to February 8, 1898 (date of formation of company)	£	s.	d.
Fine on conversion of bonds of Banco del Comercio Ferrocarriles Unidos de la Habana y Almacenes de Regla	3,706	18	8
	671	10	0
	£	s.	d.
	4,378	8	8

Balance carried to balance sheet statement No. 5	3,255,816	15	3
	4,283	4	9
	3,260,100	0	0

RECEIPTS.

By capital:			
140,000 preferred shares of £10 each	1,400,000	0	0
14,000 deferred shares of £10 each	140,000	0	0
5 per cent "A" irredeemable debenture stock	350,000	0	0
5 per cent consolidated irredeemable debenture stock	1,370,100	0	0
	3,260,100	0	0

No. 3.—REVENUE ACCOUNT.

To permanent way and works, abstract A	37,977	11	11
locomotive department, abstract B	49,306	6	0
carriage and truck department, abstract C	11,722	11	6
traffic expenses, abstract D	61,741	2	5
ferryboat service between Habana and Regla, abstract D	6,206	6	5
general charges, abstract F	24,705	14	7
insurance	2,376	12	11
accidents, losses, and damages	1,548	18	11
	195,584	19	7
Balance carried to statement No. 4	117,736	0	10
	313,321	0	5

By passenger traffic	116,018	1	0
goods traffic	164,816	14	5
luggage traffic	8,295	2	9
mail and telegraph traffic	266	3	9
live-stock traffic	13,728	8	4
Regla warehouses	5,705	15	4
sundry receipts, wharf dues, rents, etc.	3,398	12	11
profit on exchange	792	1	11
	313,321	0	5

No. 4.—NET REVENUE ACCOUNT.

To special reserve fund for interest on investment of that fund	1,960	1	3
discount and bill stamps	379	17	7
income tax	2,500	2	4
provision for unpaid Cuban tax on net profits	750	0	0
composition of stamp duties	705	16	8
interest—			
on "A" debenture stock	£	s.	d.
on consolidated debenture stock and unconverted bonds	17,500	0	0
of 1890 of the Banco del Comercio, etc	78,935	0	0
	96,435	0	0
Balance carried to statement No. 5	19,589	14	10
	122,320	12	8

By balance from 1898	47,151	12	1
less interim and final dividends of 1½ per cent each, payable March 16 and August 1, 1899—			
on 140,000 preferred shares of £10 each	£	s.	d.
on 14,000 deferred shares of £10 each	42,000	0	0
	4,200	0	0
	46,200	0	0

By balance from revenue account, statement No. 3	951	12	1
interest received in London on special reserve fund and other investments	117,736	0	10
transfer fees	3,485	7	9
	147	12	0
	122,320	12	8

No. 5.—BALANCE SHEET, DECEMBER 31, 1899.

To capital account, as per statement No. 2	4,283	4	9
net revenue account, as per statement No. 4	19,589	14	10
special reserve, to guarantee interest on consolidated debenture stock issued, and on bonds of 1890 of the Banco del Comercio, etc., unredeemed, and interest received and accrued on investment per contra	88,408	13	10
sundry debenture holders, for outstanding interest since paid	41,697	3	4
bonds of 1890 of the Banco del Comercio, etc., in respect of which a similar amount of consolidated irredeemable debenture stock is available for issue—see statement No. 1	208,600	0	0
bills payable	2,997	4	0
sundry credits in London and Habana	43,727	7	9
loan from bankers	20,000	0	0
	424,298	8	6

	£	s.	d.
By stock of general stores, material and fuel	51,172	8	5
cost of £74,434 6s. 6d. 2½ per cent consols, being the investment of the special reserve fund	82,918	17	1
cost of £68,942 17s. 6d. 2½ per cent consols	71,296	8	3
cost of share warrants in hand	1,710	15	0
sundry debtors (including \$973,142.80 due by the Spanish Government)	199,581	18	1
Insurances, etc., paid in advance	562	18	3
bills receivable	7,000	0	0
cash in London and Habana	10,065	18	5
	424,298	8	6

ABSTRACTS.

A. PERMANENT WAY AND WORKS.

Superintendence and office expenses	3,482	11	1
Repairs and renewals of permanent way	32,451	18	1
Repairs of bridges and culverts	504	17	6
Repairs of stations and buildings	1,511	14	10
Repairs of sheds and turntables	26	15	5
	37,977	11	11

B. LOCOMOTIVE DEPARTMENT.

	£	s.	d.
Salaries	1,687	8	1
Office expenses	247	15	6
	1,935	3	7
Running expenses: Wages	14,510	15	3
Material:			
Coal	14,261	17	1
Oil, tallow, and stores	2,393	2	3
	31,165	14	7
Water service	2,819	15	2
Repairs and renewals	13,386	12	8
	49,306	6	0

C. CARRIAGE AND TRUCK DEPARTMENT.

	£	s.	d.
Carriages:			
Superintendence—			
Salaries	369	3	11
Office expenses	26	15	11
	395	19	10
Wages	2,032	17	5
Materials	1,341	16	1
Trucks:			
Superintendence—			
Salaries	369	4	2
Office expenses	8	1	2
	377	5	4
Wages	4,280	3	3
Materials	3,294	9	6
	11,722	11	5

D. TRAFFIC EXPENSES.

	£	s.	d.
Superintendence:			
Salaries	2,296	18	6
Office expenses	317	5	8
	2,613	19	2
Station service	46,883	19	2
Telegraph service	2,455	5	3
Trains	7,946	9	5
Level crossings	1,189	8	9
Printing, stationery, and tickets	646	2	6
Compensation	5	18	2
	61,741	2	5

E. FERRYBOAT SERVICE BETWEEN HABANA AND REGLA.

	£	s.	d.
Ferryboats:			
Maintenance—			
Wages	1,021	13	10
Material	365	9	5
	1,387	3	3
Running expenses—			
Wages	2,209	10	10
Fuel	1,313	19	4
Sundries	82	10	7
	3,606	0	9
Maintenance of slips and dredges	88	7	2
Dredging at Batabano Wharf	1,174	15	8
	6,206	6	5

F. GENERAL CHARGES.

Cuba:	£	s.	d.
Rents	608	2	0
Salaries of administration, etc	9,443	4	2
Miscellaneous expenses	1,368	18	8
Habana director's fees, salaries of secretary and staff, and legal expenses.....	5,602	15	7
London:			
Directors' and trustees' fees	3,707	10	0
Legal expenses, consulting engineers' and auditors' fees.....	988	2	10
Salaries of secretary and clerks and rent of offices.....	1,500	0	0
Miscellaneous expenses.....	1,487	1	4
	24,705	14	7

AA. CAPITAL EXPENDITURE, 1899.

Way and works department	25,417	12	1
Locomotive department	5,145	16	9
Carriage and wagon department	6,855	4	5
Ferryboat <i>Regla</i>	1,547	0	0
One ticket-numbering machine and stand	29	15	2
One stone crusher	977	19	8
One safe	56	7	0
Electric light and wiring	27	19	10
Woodworking machinery	708	13	1
One-half purchase price of land at Campo Florida	232	15	6
Live stock	815	1	10
	41,314	5	4
Less old material sold	2,822	1	0
	38,492	4	4

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Ferro-carriles Unidos de la Habana y Almacenes de Regla (Limitada); date of incorporation, February 8, 1898; previous name or names, Banco del Comercio, Ferro-carriles Unidos de la Habana y Almacenes de Regla; date of opening entire main line to public business, 1898; location of principal business office, where stockholders and directors meet, No. 1 Queen Victoria street, London, England; location of office for transfer of stock, No. 1 Queen Victoria street, London, England, and Villanueva Depot, Habana; location of office for payment of interest, No. 1 Queen Victoria street, London, England, and Villanueva Depot, Habana; location of general business or operating office, Villanueva Depot, Habana; date of close of company's fiscal year, December 31.

Officers and directors.

Officers: E. M. Underdown, Q. C., president; D. McLean, secretary, London, England; Louis Kirschenheuter, comptroller; Ramon Aguiar, auditor; Robert M. Orr, general manager; Fred. R. Tulford, general traffic manager; W. A. Miller, chief engineer; Anto. S. de Bustamante, general solicitor, Habana, Cuba.

Directors: E. M. Underdown, Q. C., London, England; A. S. de Bustamante, Habana, Cuba; Sir Henry Mather Jackson, Bart., G. P. Torrens, C. J. C. Scott, London, England.

Capital stock and funded debt: Capital stock, authorized by law or charter, \$17,275,200. The said amount of capital stock includes the irredeemable 5 per cent preferred stock issued to take up the bonds of former company. Rate of dividend on preferred stock, 5 per cent; funded debt, no bonds issued by new company. The 5 per cent irredeemable preferred stock issued by the new company took up the bonds of the former company.

Earnings for the fiscal year ending December 31, 1899 (last year balanced): Total, \$1,529,006.48

Operating expenses for the fiscal year ending December 31, 1899 (last year balanced): Total, \$954,449.92.

EXPRESS AND TRANSPORTATION COMPANIES.

Brief statement of all existing contracts and agreements with express companies: Contract with Cuban and Pan-American Express Company, copy of which is on file in the office of the military governor of Cuba.

Brief statement of all existing contracts and agreements with other railroad companies, steamboat or steamship companies, or other companies or persons, concerning the transportation of freight or passengers: Usual agreement for exchange of traffic with the following connecting or tributary corporations: Matanzas Railroad, Cardenas and Jucaro Railroad, Cuban Central Railroad, Western Railroad, and Marianao Railroad.

Characteristics of road.

[Total kilometers operated.]

Track:		
Length of main line:		
From Regla to Bamba	165.879	
From Villanueva to Union	123.796	
Length of branch lines:		
Eulace Branch	8.194	
Empalme Branch	33.846	
Guanabacao Branch	4.800	
Guanajay Branch	34.331	
San Felipe-Batabano	14.846	
Alfonso XII	10.439	
Madrugá	5.478	
Guamacaro	16.000	
Total	417.608	

Miscellaneous characteristics.

Gauge of track	feet.....	4
Telegraph owned by the company:	inches.....	8½
Line	kilometers.....	401
Wire	do.....	401
Miles of wire operated by company		401
Stations used jointly with other companies		8
Stations used solely by this company		41
Passenger buildings		44
Engine houses		6
Machine shops		1
Car shops		2
Sugar warehouses		6
Wharves		3

Description of rolling stock owned.

Locomotives	67
Cars:	
Passenger department:	
Parlor	1
First class	15
Second class	14
Third class	18
Baggage	12
Combination	4
Total	64
Freight department:	
Box	510
Stock	26
Coal	14
Flat	698
Poultry	1
Refrigerator	9
Molasses tank cars	35
Total	1,293
Fuel consumed by locomotives:	
Coal	tons of 2,240 pounds.. 27,500
Average cost per ton	\$5.50
Wood	cords.. 200
Average cost per cord	\$2.50

MARIANAO RAILROAD, DECEMBER 31, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title. Ferro-carril Habana a Marianao. Limited; date of incorporation, January 7, 1879; previous name or names, Ferro-carril de Marianao; date of opening entire main line to public business, July 1, 1863; location of principal business office, where stockholders and directors meet, No. 1 Queen Victoria street, London, England; location of office for transfer of stock, No. 1 Queen Victoria street, London, England; location of office for payment of interest, No. 1 Queen Victoria street, London, England; location of general business or operating office, Concha Station, Carlos III, Habana, Cuba; date of close of company's fiscal year, December 31.

Officers and directors.

Officers: E. M. Underdown, president, London, England, C. G. Hale, vice-president, London, England; Robert A. McLean, secretary, London, England; Filomena Lopez Garcia, comptroller, Habana, Cuba; Robert M. Orr, general manager, Habana, Cuba; Manuel F. Lamar, general solicitor, Habana, Cuba.

Passengers carried.....	806,191
Earnings for 1900:	
Passenger.....	\$122,009.78
Freight.....	7,693.48
Mail.....	361.64
Express.....	1,244.37
Miscellaneous.....	1,927.08
Total.....	183,286.30
Operating expenses for 1900:	
Maintenance of way and structures.....	\$13,555.08
Maintenance of equipment.....	42,268.09
Conducting transportation.....	28,618.58
General expense.....	11,855.77
Total.....	96,797.47

Revenue and expenditures for the year ending December 31, 1900.

REVENUE.	
1900.	
July 4. By cash profit on purchase of silver to pay wages.....	\$684.91
31. cash profit on daily sale of silver receipts.....	98.69
Aug. 1. cash profit on purchase of silver to pay wages.....	700.04
Sept. 8. cash.....	737.96
Oct. 1. cash.....	710.21
Nov. 14. cash.....	776.65
30. cash profit on daily sale of silver receipts.....	176.15
Dec. 16. cash profit on purchase of silver to pay wages.....	769.39
31. cash profit on daily sale receipts.....	125.85
cash profit on works executed in shops.....	10.88
products of passengers.....	64,095.91
products of merchandise, station receipts.....	2,767.54
products of merchandise, weekly current account.....	11,575.99
products, special trains.....	234.14
products, effects sold.....	749.12
products, rents.....	901.81
fines.....	43.87
	<u>\$4,791.20</u>
	80,368.38
	<u>85,159.58</u>
EXPENDITURES.	
Aug. 31. To cash loss in daily sale of silver receipts.....	\$9.61
Sept. 30. cash loss in daily sale of silver receipts.....	41.06
Oct. 31. cash loss in daily sale of silver receipts.....	84.15
Dec. 31. various difference in exchange.....	.14
maintenance of way and works.....	5,958.27
locomotives.....	16,705.08
coaches and freight cars.....	4,090.67
traffic expenses.....	14,206.62
general charges.....	5,549.96
	<u>46,506.60</u>
Balance.....	<u>38,519.02</u>

General balance sheet at closing of accounts December 31, 1900.

LIABILITIES.	
Preferential charges:	
Shares, debentures, and bonds.....	\$510,613.96
Landowners.....	435,575.92
Land rent due by Marianao Railroad Company, in liquidation, unpaid.....	376.92
	<u>\$564,566.82</u>
Current accounts:	
Wages.....	5,761.94
Expense extraordinary.....	197.28
Antonio Fernandez, rent Soledad farm.....	306.77
Cienfuegos Railroad Company, cargo.....	52.41
Cardenas and Jucaro Railroad Company, cargo.....	66.57
United Railroad Company, cargo.....	677.12
Rogers Locomotive Company, brake shoes.....	101.76
American Car Foundry Company, wheel and axle.....	851.64
	<u>8,015.49</u>
	<u>41,113.98</u>
	<u>603,696.29</u>

ASSETS.

Lines open for traffic:		
Permanent way and works	\$217,855.66	
Workshops and stations	54,318.26	
Telegraph	2,346.46	
Telephone line	575.41	
Furniture and movable effects	1,592.43	
Lands in possession of the company	139,023.37	
		\$415,711.59
Lines in construction:		
Fuentes de Chavez	1,325.48	
Preliminary survey to Bahía Honda	625.00	
Extension projected to the city	486.97	
		2,437.45
Working stock:		
Locomotives	72,238.13	
Coaches and freight cars	44,409.81	
Machinery in workshops	15,994.69	
Water tanks	3,775.15	
		136,417.78
Stores and materials		35,320.09
Cash		8,376.67
Various accounts:		
Barker Mercantile Company cargo	2.39	
F. Sayles, U. S. A., passengers	2.34	
Treasury department, island of Cuba, freight	2,344.58	
General Humphrey, freight	2,005.48	
Swift & Co., freight	11.20	
M. Valdes, freight	7.00	
Carlos Ruiz, freight	67.42	
Captain Goodale, U. S. A.	82.38	
H. F. Slocum, U. S. A., passengers	10.90	
The Western Railway of Habana, Limited, freight	64.58	
Captain J. Jackson, U. S. A., freight	5.50	
M. Tobias	878.96	
		5,432.71
		603,696.29

Characteristics of road.

[Total kilometers operated.]

Track:		
Length of main line from Concha (Habana) to Sama	9.70	
Length of branch line from Sama to Playa	3.30	
Total length of road	13.00	
Length of sidings on main line .....	.675	
Total length of track	13.575	
Foreign steel, maximum weight per yard, 60 pounds	13.575	
Cross-ties:		
Average per kilometer	1,250	
Kind	Hard wood.	
Average size	7 inches by 7 inches by 9 feet.	
Average price at present date	\$1.20	
Renewals of cross-ties:		
New cross-ties laid during year	3,000	
Kind	Hard wood.	
Total cost of same	\$2,900	

Miscellaneous characteristics.

Culverts:		
Open	8	
Arch	7	
Total	15	
Gauge of track	4 feet	
Telegraph owned by the company:		
Line	13 kilometers	
Wire	13 do.	
Wire operated by—		
Company	13 miles	
Signal corps	10 do.	
Average number of poles per kilometer	50	
Fencing, miles	6	
Crossings:		
Railroad, at grade	15	
Railroad, under grade	2	
Highway, at grade	2	
Highway, under grade	1	
Stations used solely by this company	9	
Passenger buildings	9	
Hotels	2	
Freight depots and warehouses	2	

Combination (freight and passenger) buildings.....	9
Water stations.....	3
Engine houses.....	1
Fuel stations.....	1
Stalls in engine houses.....	2
Cast-iron turntable.....	1
Machine shop.....	1
Car shop.....	1
Section or tool houses.....	2

Description of rolling stock owned.

Locomotives:	
Passenger.....	7
Locomotives with train brakes.....	7
Weight of heaviest locomotive with fuel and water aboard..... tons..	55
Kind of brakes.....	Westinghouse.
Cars:	
Passenger department—	
Added during year, third class.....	1
Total at close of year—	
First class.....	8
Third class.....	9
Baggage.....	3
Total.....	20
Number of wheels under heaviest car.....	8
Freight department—	
Box.....	7
Flat.....	19
Total.....	26
Road and miscellaneous—	
Wrecking.....	1
Hand.....	2
Total.....	3

Miscellaneous statistics.

Coal.....	tons of 2,240 pounds..	1,800
Average cost of coal per ton.....		\$6
Average cost of wood used per cord.....		\$5
Accidents, derailments, &c.....		

CARDENAS AND JUCARO RAILROAD, JUNE 30, 1900.

TITLE, HISTORY, ADDRESSES, ETC., OF COMPANY.

Corporate name or title, Empresa Unida de Cardenas y Jucaro; date of incorporation, June 22, 1857; previous name or names, Empresa Unida de Caminos de Hierro de Cardenas y Jucaro; Compania del Ferro-carril de Cardenas; Compania del Ferro-carril del Jucaro; with what other companies consolidated and dates of consolidation, Compania del Ferro-carril de Cardenas and Compania del Ferro-carril del Jucaro, consolidated on July 1, 1857; location of principal business office (where stockholders and directors meet), calle Reina 53, Habana, Cuba; location of office for payment of interest, calle Reina 53, Habana, Cuba; location of office for transfer of stock, calle Reina 53, Habana, Cuba; location of general business or operating office, Cardenas, Cuba; present number of stockholders, 1,200; date of annual meeting for election of directors, in October of each year; dates of regular meetings of directors, monthly; date of close of company's fiscal year, June 30.

Officers and directors.

Officers: Sr. Don Ysidoro Cano, president, Reina 53, Habana, Cuba; Jose A. Suarez, vice-president, Principe Alfonso, 225, Habana, Cuba; Francisco de la Cerra y Dieppe, secretary, Reina, 111, Habana, Cuba; Ricardo Lopez Soto, treasurer, Reina 53, Habana, Cuba; Ygnacio Rodriguez, comptroller, calle A No. 2, Vedado, Habana, Cuba; Antonio Freire y Marctorena, general manager; Manuel Lombillo, chief engineer, Cardenas, Cuba; Francisco de la Cerra y Dieppe, general solicitor, Reina 111, Habana, Cuba.

Directors: Ysidoro Cano, Reina 53, Habana, Cuba; Jose A. Suarez, Principe Alfonso 225, Habana, Cuba; Jose Ma. de Montalvan, Cuba No. 76, Habana, Cuba; Froilan Maya, Reina 53, Habana, Cuba; Cosme B. Herrera, San Pedro 6, Habana,

Cuba; Jose Fernandez Alvera, Amistad No. 124, Habana, Cuba; Jose Corripio, Aguila No. 123, Habana, Cuba; Fernando Fueyo, Reina 1, Habana, Cuba; Ildelfonso Alonso de la Maza, Luz 42, Habana, Cuba; Manuel Gomez Pardo, Reina 53, Habana, Cuba; Vidal Saiz, Angles 16, Habana, Cuba.

Capital stock and funded debt.

Capital stock: Number of common shares authorized by law or charter, 16,000; par value, \$500. Funded debt: Has none. Assessed basis for taxation for year ending June 30—net profits, \$271,491.71 Spanish gold. Amount of tax paid for year ending June 30, 1900, \$12,760 American gold.

Passenger statistics.

Passengers carried 210,193

EARNINGS.

Month.	Passenger.	Freight.	Miscellaneous.	Total.
July.....	\$19,489.02	\$25,384.62	\$1,041.66	\$45,915.30
August.....	17,936.25	27,227.35	1,041.66	46,205.26
September.....	18,107.09	27,269.66	1,041.66	46,418.41
October.....	16,031.71	26,069.19	1,041.66	43,142.56
November.....	16,699.96	25,689.10	1,041.66	43,430.72
December.....	20,735.25	29,522.96	1,041.66	51,299.86
January.....	18,836.97	92,942.48	1,041.66	112,821.11
February.....	20,245.42	115,706.08	1,041.66	136,993.17
March.....	23,738.88	125,992.13	1,041.66	150,777.67
April.....	24,931.59	54,324.55	1,041.66	90,297.80
May.....	24,245.04	40,697.95	1,041.66	65,984.65
June.....	21,431.45	26,926.64	1,041.66	49,399.75
Total.....	242,428.64	627,757.70	12,499.92	882,686.26

OPERATING EXPENSES.

July to June:	
Maintenance of ways and structures.....	\$162,289.92
Maintenance of equipment.....	314,448.24
Conducting transportation.....	111,889.91
General expenses and taxes.....	22,566.48
Total.....	611,194.55

Revenue and expenditures.

Revenue:	
Earnings.....	\$882,686.26
Profits on miscellaneous investments, exchange.....	9.39
Cash balance on hand June 30, 1899, for distribution.....	251,460.57
Total.....	1,134,156.22
Expenditures:	
Operating expenses.....	611,194.55
Dividends, No. 41.....	478,264.20
One-eighth per cent of reserve fund.....	844.69
4.7 per cent for "subsidio industrial" tax.....	12,112.32
Cash balance on hand June 30, 1900.....	32,240.46
Total.....	1,134,156.22

General balance sheet at closing of accounts June 30, 1900.

Liabilities:	
Bills payable.....	\$171,893.99
Accounts payable.....	27,867.06
Sinking fund, uninvested and reserve.....	154,802.46
Total debt.....	354,563.51
Capital stock.....	7,971,070.00
Total stock and debt.....	8,325,133.51
Profit and loss (balance of undivided income).....	32,240.46
Total.....	8,357,373.97
Assets:	
Cost of road and fixtures.....	7,998,827.97
Material.....	87,730.43
Cash on hand.....	146,539.00
Accounts receivable.....	180,276.57
Total.....	8,357,373.97

Characteristics of road.

[Total kilometers operated.]

Track:

Length of main line:		
Cardenas to Navajas	43,756	
Jovellanos to Esperanza	127,283	
Cardenas to Yaguaramas	106,550	
Length of branch lines:		
Recreo to Itabo	21,718	
Altamisal to Macagua	32,235	
Cardenas to Pizarro	7,366	
Total length of road	338,908	
Length of sidings on main line	15,000	
Total length of track	35,908	
Rails in track.		
Foreign iron: Maximum weight per yard, 72 pounds	75.991	
Foreign steel: Maximum weight per yard, 75 pounds	262.917	
Cross-ties:		
Maximum number per kilometer	1,365	
Minimum number per kilometer	1,365	
Average number per kilometer	1,356	
Kind	Native hard wood.	
Average size	Standard.	
Average price at present date	\$0.70	
Fencing:		
Barbed wire	kilometers..	92
Renewals of rails and cross-ties:		
New steel rails laid during year	tons..	196,272
Total cost of same	\$7,850.88	
New cross-ties laid during year	57,346	
Kind	Native hard wood.	
Total cost of same	\$39,442	

Miscellaneous characteristics.

Gauge of track	feet	4
Telegraph owned by the company:	inches..	84
Line	kilometers..	332
Wire	do.	332
Fencing	miles..	92
Stations used:		
Jointly with other companies		2
Solely by this company		31
Passenger buildings		27
Freight depots and warehouses		23
Combination (freight and passenger) buildings		3
Water stations		26
Fuel stations		6
Engine houses		1
Stalls in engine houses		6
Machine shops		1
Car shops		1

Description of rolling stock owned.

LOCOMOTIVES.

	Total number at close of year.	Weight of heaviest locomotive with fuel and water aboard.	Weight of heaviest tender without fuel or water.	Number of wheels under heaviest tender.	Capacity of heaviest tender.		Length of locomotive and tender, coupling to coupling.
					Water.	Fuel.	
		Pounds.	Pounds.		Gallons.	Tons or cords.	Feet.
Passenger	6	72,000	10,827	8	2,000	4	35½
Freight	38	88,000	14,740	8	2,500	4	35½
Switching	3	88,000	14,740	8	2,500	4	35½
Total	47						

Description of rolling stock owned—Continued.

CARS.

	Number added during year.	Total number at close of year.	Weight of heaviest car.	Number of wheels under heaviest car.
Passenger department:			<i>Pounds.</i>	
First class.....		13	20,000	8
Second class.....		7		8
Third class.....		11		8
Combination.....		3		8
Baggage.....		8		8
Total.....		42		
Freight department:				
Box.....		317	8,000	8
Stock.....		21		8
Wood.....	4	27	7,500	8
Flat.....		712	7,000	8
Total.....	4	1,077		
Road and miscellaneous:				
Station.....		8		8
Derrick.....		3		8
Dump, gravel, construction, etc.....		14		4
Wrecking.....		2		8
Hand.....		13		4
Push.....		42		1
Total.....		82		

Fuel consumed by locomotives:

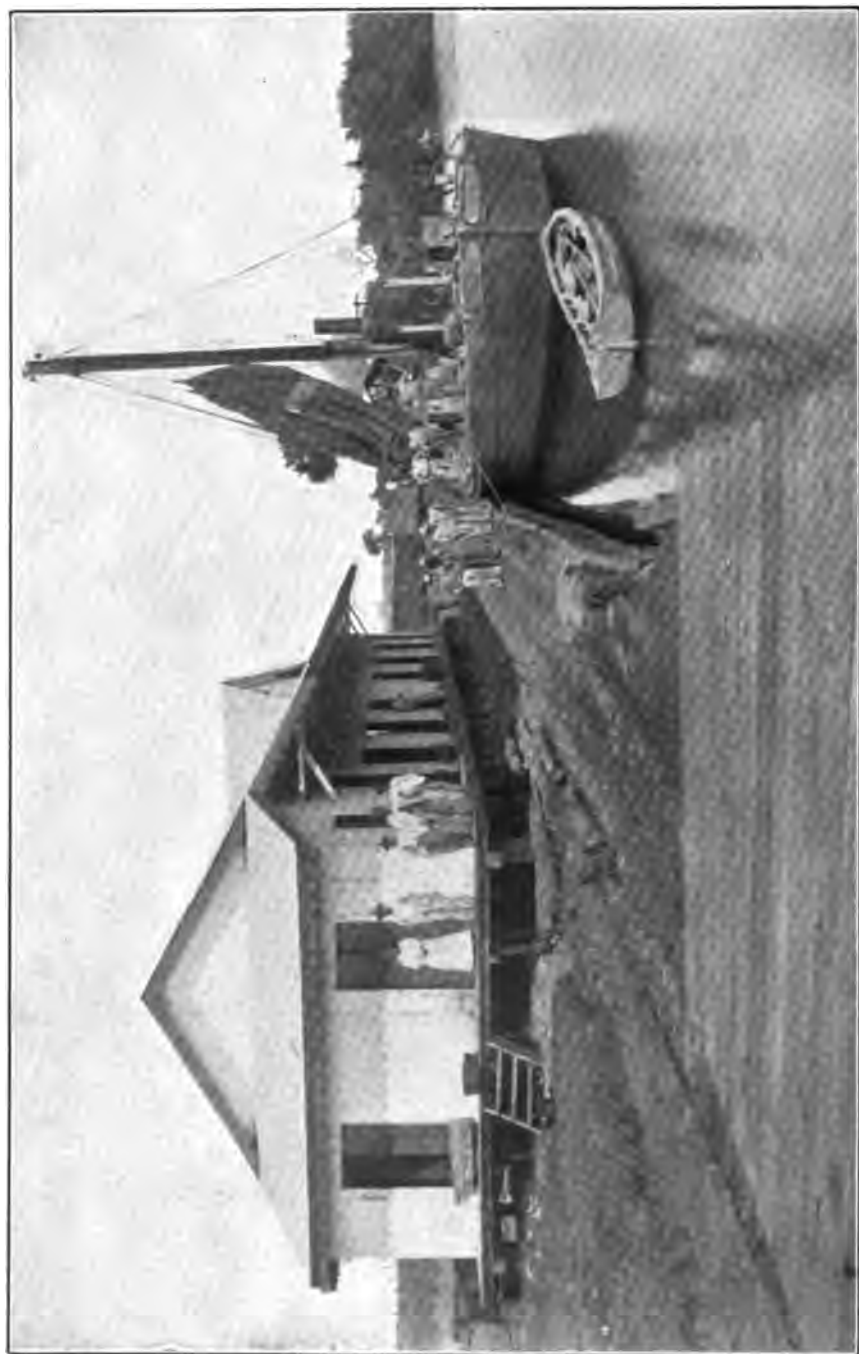
Wood.....	cords..	19,186½
Average cost per cord.....		\$2.48

List of accidents.

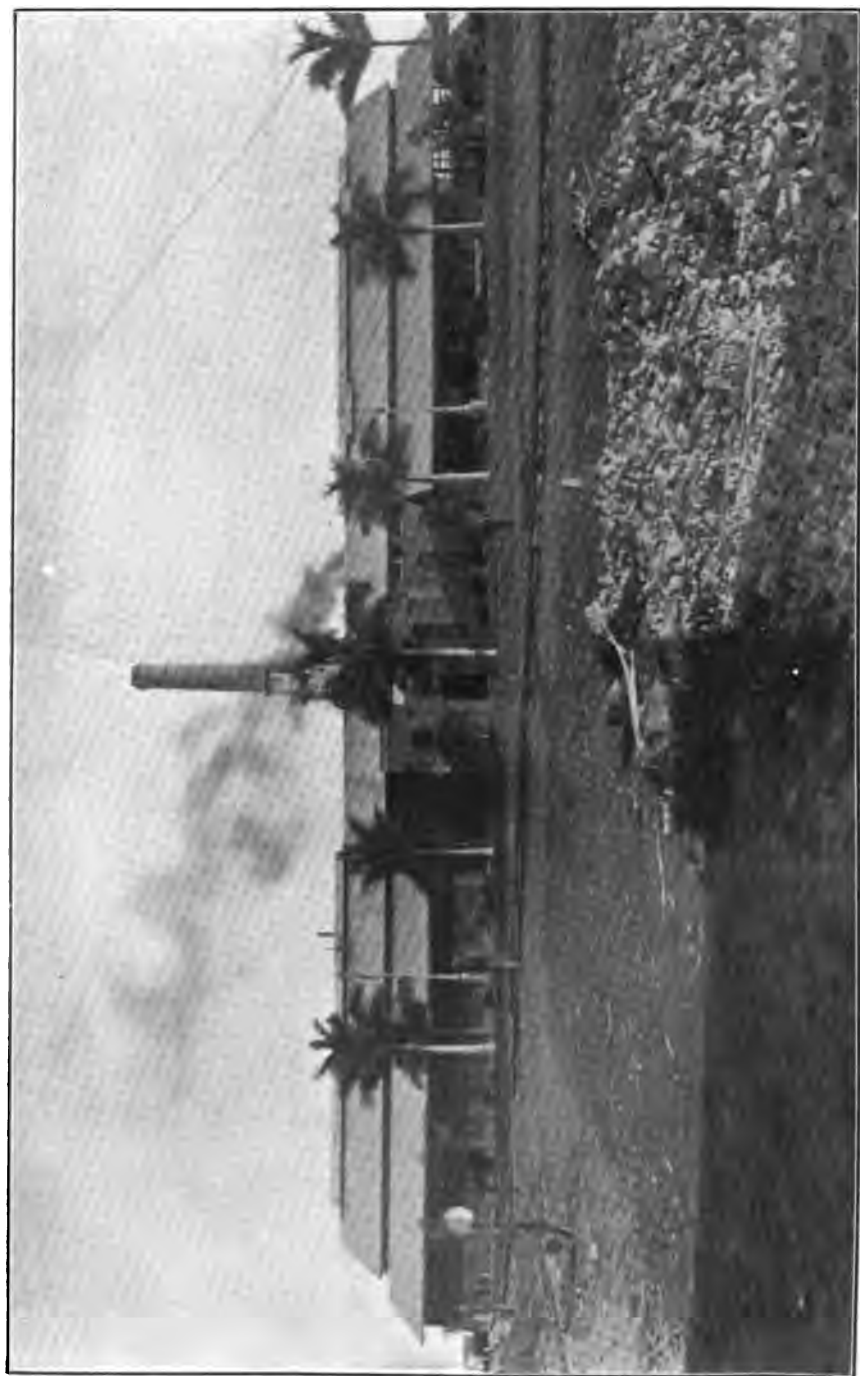
	Not trespassing, killed.	Trespassing, wounded.	Total killed.	Total wounded.	Total accidents.
Passengers.....					
Employees.....		1		1	1
Other persons.....	2	1	2	1	3
Total ..	2	2	2	2	4

Kind of accidents:

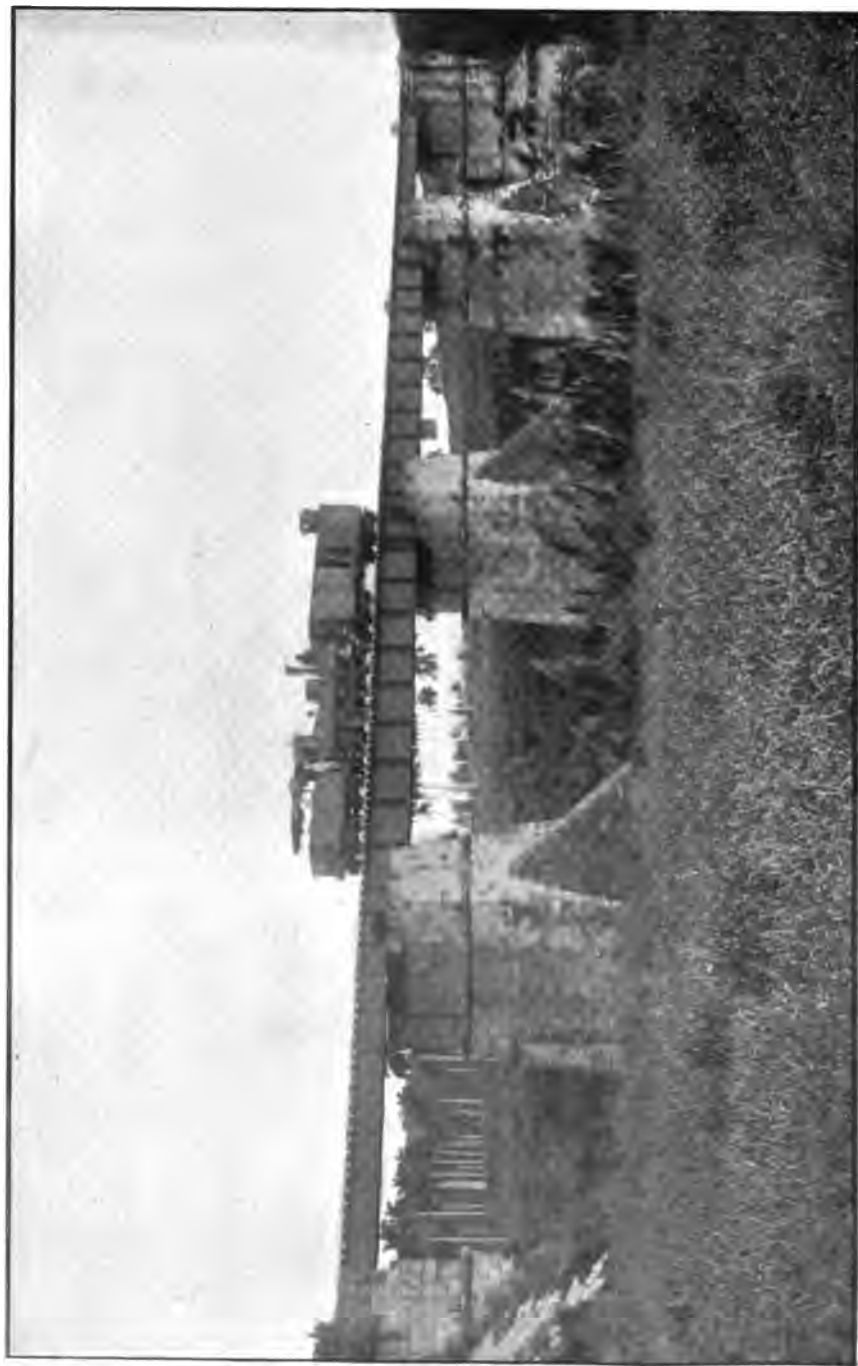
Collisions.....	1
Derailments.....	11
Coupling of cars.....	2
Accidental.....	1



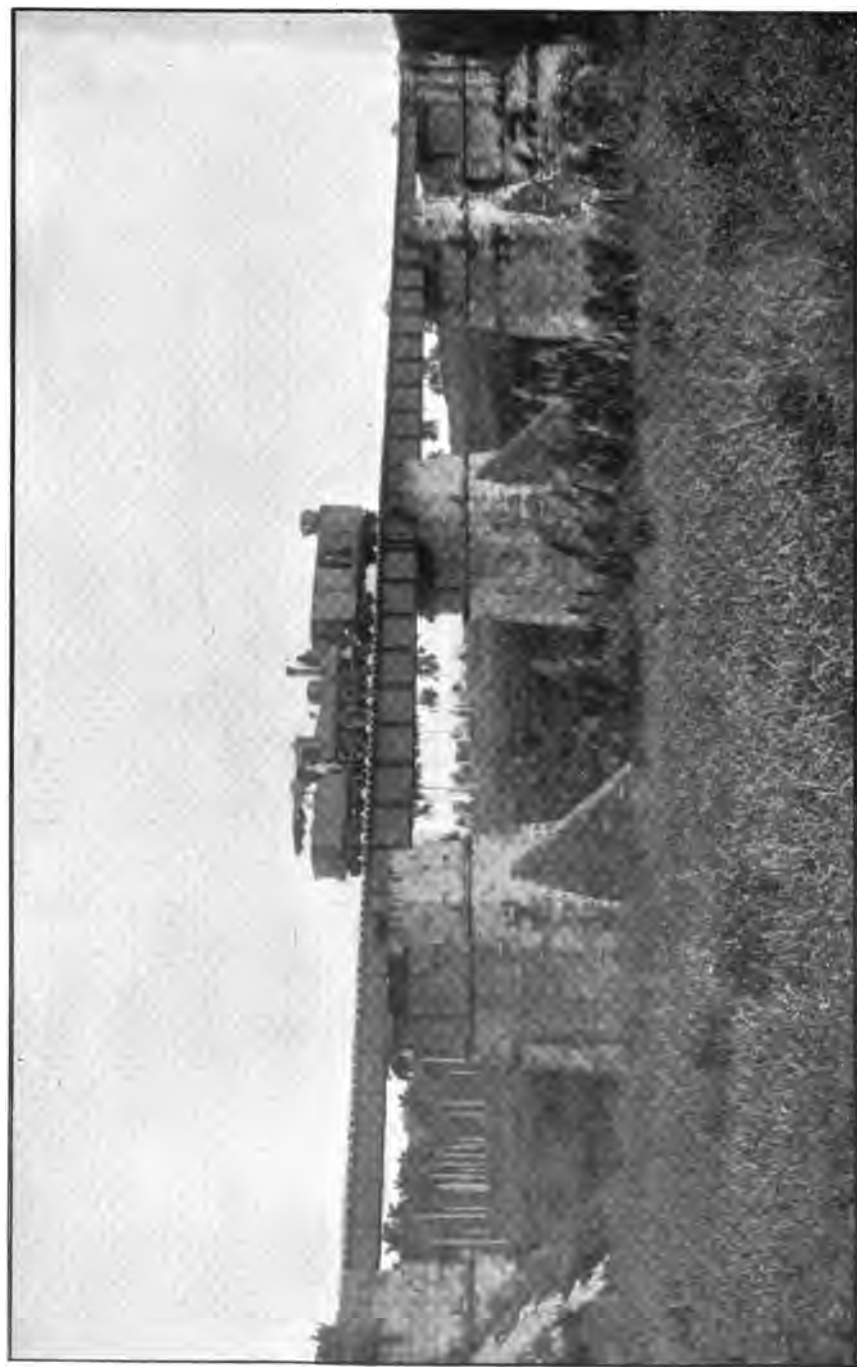
TERMINAL OF CARACAS PLANTATION RAILROAD AT SALADO RIVER, DEEP-WATER OUTLET.



FRONT VIEW OF CARACAS SUGAR MILL ON CARACAS PLANTATION RAILROAD.



CANIMAR BRIDGE, MATANZAS RAILROAD.



CANIMAR BRIDGE, MATANZAS RAILROAD.

LA JULIA PLANTATION RAILROAD.

Name of manager, Jose Casuso; post-office address, San Antonio de las Vegas, Cuba; length of railroad, 5 kilometers; gauge of track, 2 feet; average weight of rail, 16 pounds per yard; number of cars, 20; approximate cost of railroad, \$15,000.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway system.

LA VEGA PLANTATION RAILROAD.

Name of manager, Tirso Mesa Hernandez; post-office address, Guareiras, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, none, use those of Mantanzas Railroad; number of cars, none, use those of Mantanzas Railroad; approximate cost of railroad, \$6,666.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro and Mantanzas Railway system.

MAJAGUA PLANTATION RAILROAD.

Name of manager, administrador, Yngenio Majagua; post-office address, Union, Cuba; length of railroad, 2½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of Mantanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$12,500.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

MERCEDÉS PLANTATION RAILROAD.

Name of manager, Andres Carillo; post-office address, Guareiras, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$17,500.

The above plantation railroad is in the vicinity of the Matanzas and Cardenas and Jucaro Railway system.

OCCITANIA PLANTATION RAILROAD.

Name of manager, W. Himely; post-office address, Macagua, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 40 pounds per yard; number of locomotives, 1 narrow gauge; number of cars, 30 narrow gauge; approximate cost of railroad, \$8,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

SAN ANTONIO PLANTATION RAILROAD.

Name of manager, Emilio Chibas; post-office address, Guantanamo, Cuba; length of railroad, 6½ kilometers; gauge of track, 2 feet 6 inches; approximate cost of railroad, \$26,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

SANTA MATILDE PLANTATION RAILROAD.

Name of manager, A. Portela; post-office address, Águacate, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of United Railways;

de Carreras, and two grandchildren. Upon said water front the government has constructed deep-water piers and railway terminal facilities. The other parcels purchased prior to December 31, 1900, are as follows:

"Parcel No. 2: Area, 34.36 acres, or 140,964 square metres, and was purchased from the Oduardo heirs at \$25,676.94 by deed dated February 20, 1900; comprises 26.53 acres reservation. Authority: Second indorsement, December 18, 1899, and third indorsement, December 2, 1899, upon L. R. 5034, Division of Cuba, being L. R. 15235 and 15235 and 14710 O. C. Q. M.

"Parcel No. 4: Area, 6.94 acres, or 28,028 square metres; purchased by deed dated July 5, 1900, for \$979 from Maria de la Cruz Morales. Authority: Third indorsement, May 9, 1900, upon L. R. 270, Division of Cuba, 1900, page 26, being L. R. 18179 O. C. Q. M.

"Parcel No. 5: Area, 3.34 acres, or 13,916 square metres; date of deed, June 14, 1900; price, \$800; owner, Maria del Rosario de Castanedo. Authority: Third indorsement, April 6, 1900, upon L. R. 270, Division of Cuba, being L. R. 18440 O. C. Q. M.

"Parcel No. 6: Area, 5.1 acres, or 20,624 meters; purchase price, \$1,289.52; from heirs of Rafael Duran; deed executed May 3, 1900. Authority: Second indorsement, March 12, 1900, upon L. R. 270, Division of Cuba, being L. R. 17458 O. C. Q. M.

"Parcel No. 7: Area, 0.56 acre, equal to 2,279 square meters; purchased from Josefa Gutierrez for \$450; date of deed, February 10, 1900. Authority: First indorsement, December 9, 1899, on L. R. 5034, Division of Cuba, being L. R. 14953 O. C. Q. M.

"Parcel No. 8: Area, 1.14 acres, or 4,626 square meters; price, \$400; purchased from Hilario Alvarez; date of deed, May 12, 1900. Authority: Third indorsement, April 6, 1900, on L. R. 270, Division of Cuba, 1900, being L. R. 18559 O. C. Q. M.

"Parcel No. 9: Area, 1.65 acres, equal to 6,679 square meters; owner, Jose Jesus Gonzalez; price, \$465; date of deed, June 23, 1900. Authority: Third indorsement, April 10, 1900, on L. R. 270, Division of Cuba, 1900, being L. R. 18559 O. C. Q. M.

"Parcel No. 10: Area, 2.65 acres, equal to 10,711 square meters; owner, Alberta Arcaya y Estalella; price, \$772.50; date of deed, August 25, 1900. Authority: Third indorsement, May 9, 1900, on L. R. 270, Division of Cuba, 1900, page 35, being 19645 O. C. Q. M.

"Parcel No. 11: Area, 1.49 acres, equal to 6,027 square meters; owner, Hilario Alvarez; price, \$250; date of deed, June 14, 1900. Authority: Third indorsement, April 6, 1900, on L. R. 270, Division of Cuba, being L. R. 18439 O. C. Q. M.

"Parcel No. 12: Area, 4.23 acres, equal to 17,132 square meters; owner, Remigio Alvarez; price, \$500; date of deed, June 23, 1900. Authority: Third indorsement, April 5, 1900, L. R. 270, Division of Cuba, being L. R. 18442 O. C. Q. M.

"Parcel No. 13: Unfinished; no contract; owner asks \$2,500 for 3.38 acres.

"Parcel No. 15: Area, 1.74 acres, or 7,032 square meters; owners, heirs of Domingo Rodriguez; price, \$200; date of deed, March 15, 1900. Authority: First indorsement, December 27, 1899, on L. R. 5034, Division of Cuba, being 15510 O. C. Q. M.

"Parcel No. 16: Area, 2.8 acres, or 11,343 square meters; owners, heirs of Felipe Mallorquin; price, \$400 (which includes \$100 allowed to the owners for clearing the title); date of deed, October 15, 1900. Authority: Indorsement, February 21, 1900, on L. R. 270, Division of Cuba, L. R. 16610 and 22022 O. C. Q. M.

"Parcel No. 17: Area, 1.94 acres, equal to 7,859 square meters; owners, heirs of Perdomo; price, \$200; date of deed, March 15, 1900. Authority: Indorsement, February 21, 1900, on L. R. 270, Division of Cuba, L. R. 16610 O. C. Q. M.

"Parcel No. 18: Area, 3.14 acres, or 12,699 square meters; owner, Vicente Luis y Crespo; price, \$500; date of deed, February 10, 1900. Authority: Indorsement, February 21, 1900, on L. R. 270, Division of Cuba, L. R. 16610 O. C. Q. M.

"Parcel No. 18 (No. 2): Comprises a quarry; area, 0.7 acre, or 2,923 square meters, and also the pumping station, comprising 0.07 acre, or 0.313 square meters; purchased from same owner for \$200 by deed dated May 12, 1900.

"Parcel No. 19: Area, 2.45 acres, or 9,921 square meters; owner, Justa Gonzalez; price, \$400; date of deed, June 14, 1900. Authority: Third indorsement, March 12, 1900, on L. R. 270, Division of Cuba, being L. R. 17459 O. C. Q. M.

"Parcel No. 20: Area, 1.64 acres, equal to 6,661 square meters; owner, Emilio Letamendi; price, \$150; date of deed, January 22, 1900. Authority: First indorsement, December 2, 1899, on L. R. 5034, Division of Cuba, being L. R. 14729 O. C. Q. M.

"Parcel No. 21: Area, 4.21 acres, equal to 17,344 square meters; owner, Lutgardo Garsiga; price, \$481; date of deed, May 12, 1900. Authority: Indorsement, February 21, 1900, and April 17, 1900, on L. R. 270, Division of Cuba, being 16110 O. C. Q. M.

"Parcel No. 21½: Area, 1.19 acres, or 4,8124 square meters; owner, heirs of Dolores Fernandez; price, \$360; date of deed, September 1, 1900. Authority: Third indorsement, April 10, 1900, on L. R. 270, Division of Cuba, page 29, being L. R. 18560 O. C. Q. M.

"Parcel No. 22. Area, 6.9 acres, equal to 21.924 square meters; owner, Ramon de Armas; price, \$600; date of deed, May 3, 1900. Authority: First indorsement, December 2, 1899, on L. R. 5034, Division of Cuba, being 14728 O. C. Q. M.

"The length of the main line is 5.92 miles; the length of side track, 2.38 miles; length of switches, 1.19 miles. Total length of trackage, 7.49 miles. Standard gauge, 4 feet 8½ inches; weight of rails, 70 pounds.

"In addition to the above cost or purchase price of lands, the Government paid the costs incidental to recording deeds and notary's fees and also the cost of fencing the right of way."

ALAVA PLANTATION RAILROAD.

Name of manager, administrator, Yngenio Alava; post-office address, Banaguises, Cuba; length of railroad, 14½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, 3; number of cars, none, use those of Cardenas and Jucaro Railroad; approximate cost of railroad, \$72,500.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

CANEY PLANTATION RAILROAD.

Name of manager, Serafin Mederos; post-office address, Guareiras, Cuba; length of railroad, 1 kilometer; gauge of track, 4 feet 8½ inches; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$5,000.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

DOLORES PLANTATION RAILROAD.

Name of manager, Enrique Garcia; post-office address, Jovellanos, Cuba; length of railroad, 6 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 30 pounds per yard; number of locomotives, 1; number of cars, 7; approximate cost of railroad, \$20,000.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

GUIPUZEVA PLANTATION RAILROAD.

Name of manager, Manuel Arocena; post-office address, Hato Nueva, Cuba; length of railroad, broad gauge, 2½ kilometers; narrow gauge, 4½ kilometers; total, 7½ kilometers; gauge of track, broad gauge, 4 feet 8½ inches; narrow gauge, 2 feet 6 inches; average weight of rail, 30 pounds per yard; number of locomotives, 1; number of cars, 20; approximate cost of railroad, \$31,500.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

JOSEFITA PLANTATION RAILROAD.

Name of manager, Jose Florez Estrada; post-office address, Palos, via Nueva Paz, Cuba; length of railroad, 6 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of United Railways; number of cars, none, use those of United Railways; approximate cost of railroad, \$30,000.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway system.

LA JULIA PLANTATION RAILROAD.

Name of manager, Jose Casuso; post-office address, San Antonio de las Vegas, Cuba; length of railroad, 5 kilometers; gauge of track, 2 feet; average weight of rail, 16 pounds per yard; number of cars, 20; approximate cost of railroad, \$15,000.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway system.

LA VEGA PLANTATION RAILROAD.

Name of manager, Tirso Mesa Hernandez; post-office address, Guareiras, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, none, use those of Mantanzas Railroad; number of cars, none, use those of Mantanzas Railroad; approximate cost of railroad, \$6,666.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro and Mantanzas Railway system.

MAJAGUA PLANTATION RAILROAD.

Name of manager, administrador, Yngenio Majagua; post-office address, Union, Cuba; length of railroad, 2½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of Mantanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$12,500.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

MERCEDES PLANTATION RAILROAD.

Name of manager, Andres Carillo; post-office address, Guareiras, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$17,500.

The above plantation railroad is in the vicinity of the Matanzas and Cardenas and Jucaro Railway system.

OCCITANIA PLANTATION RAILROAD.

Name of manager, W. Himely; post-office address, Macagua, Cuba; length of railroad, 3½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 40 pounds per yard; number of locomotives, 1 narrow gauge; number of cars, 30 narrow gauge; approximate cost of railroad, \$8,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

SAN ANTONIO PLANTATION RAILROAD.

Name of manager, Emilio Chibas; post-office address, Guantanamo, Cuba; length of railroad, 6½ kilometers; gauge of track, 2 feet 6 inches; approximate cost of railroad, \$26,000.

The above plantation railroad is in the vicinity of the Guantanamo Railway system.

SANTA MATILDE PLANTATION RAILROAD.

Name of manager, A. Portela; post-office address, Aguacate, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, none, use those of United Railways;

number of cars, none, use those of United Railways; approximate cost of railroad, \$18,000.

The above plantation railroad is in the vicinity of the United Railways of Habana Railway system.

SAN RAFAEL PLANTATION RAILROAD.

Name of manager, Miguel Jorrin; post-office address, Bolondron, Cuba; length of railroad, standard gauge, 3½ kilometers; narrow gauge, 8 kilometers; total, 11½ kilometers; gauge of track, standard gauge, 4 feet 8½ inches; narrow gauge, 2 feet 6 inches; average weight of rail, 30 pounds per yard; number of locomotives, 1 narrow gauge; number of cars, 60 narrow-gauge cars; approximate cost of railroad, \$28,000.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

SANTA ROSA PLANTATION RAILROAD.

Name of manager, administrator, Yngenio, Santa Rosa; post-office address, Union, Cuba; length of railroad, 3 kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 57 pounds per yard; number of locomotives, none, use those of Matanzas Railroad; number of cars, none, use those of Matanzas Railroad; approximate cost of railroad, \$15,000.

The above plantation railroad is in the vicinity of the Matanzas Railway system.

TINGUARO PLANTATION RAILROAD.

Name of manager, H. W. Pattin; post-office address, Pijuan, Cuba; length of railroad, 1½ kilometers; gauge of track, 4 feet 8½ inches; average weight of rail, 60 pounds per yard; number of locomotives, 2; number of cars, none, use those of Cardenas and Jucaro Railroad; approximate cost of railroad, \$12,000.

The above plantation railroad is in the vicinity of the Cardenas and Jucaro Railway system.

VICTORIA (SAGUA) PLANTATION RAILROAD.

Name of manager, Juan de Dios Ona; post-office address, Sagua la Grande, Cuba; length of railroad, 52 kilometers; gauge of track, 2 feet 6 inches; weight of rail, 35 pounds per yard; number of locomotives, 6; number of cars, 200; approximate cost of railroad, \$300,000.

The above plantation railroad is in the vicinity of the Cuban Central Railway system.

REPORT

OF THE

CHIEF OF THE LIGHT-HOUSE BOARD,

FROM FEBRUARY UNTIL JUNE 30, 1900.

HABANA, *September 1, 1900.*

SIR: I have the honor of inclosing herewith a report of the operations of this board from the time of its constitution in January last to June 30, 1900.

Very respectfully, your obedient servant,

E. J. BALBIN,
Chief of Light-House Board.

The MILITARY GOVERNOR OF CUBA,
Habana.

ITS ORGANIZATION AND DUTIES.

This commission was established by virtue of Order No. 5, dated January 8, 1900, of the honorable military governor. Until that time all matters and works pertaining to it formed a part of the duties in charge of the department of public works. The duties of this board, as is expressed in the aforesaid order, consist in attending to the building and maintenance of all light-houses, the inspection, furnishing, and placing of all buoys, beacons, etc., in the different ports of the island of Cuba. The board acts independently of all other organizations, making reports concerning its work directly to the honorable military governor, from whom it receives its instructions.

ORGANIZATION AND PERSONNEL.

In order to attend to the matters that are placed in charge of this board three offices have been established—the central, the inspection office of the northern district, and the inspection office of the southern district. The personnel which at first constituted the central office was as follows:

	Annual salary.
1 engineer in chief, president of board	\$5,000
1 assistant engineer	3,000
1 accountant and chief of office	1,600
1 assistant to accountant and chief of office	1,400
1 clerk (registry and archives)	1,000
1 typewriter	720
1 draftsman	900
1 storekeeper	900
1 pilot	1,500
1 messenger	80
Yearly total	16,500

After the above appointments were made, and due to the resignation of the chief engineer, president of the board, the honorable military governor deemed proper to direct the abolishment of the position of assistant engineer, and the new chief engineer

was appointed, with an annual salary of \$3,600. Due to the fact that up to the date that this report covers few works have been completed, the assistant engineer could be dispensed with; but the many obligations that the chief engineer will shortly be obliged to perform, which will leave him very little time for the inspection of works and preparation of projects, will make it indispensable that an assistant engineer be appointed as soon as the sundry projected works are undertaken. The personnel of each of the inspection offices comprises the following:

	Annual salary.	
	Inspection of north-ern district.	Inspection of southern district.
1 inspector	\$1,800	\$2,000
1 official	900	900
1 clerk	600	600
Total.....	3,300	3,500

The inspectors are the persons in charge of the regular light-house service and the buoys and stakes in their respective districts. Besides, they are inspectors of the works that may be done within their districts, and render the chief engineer the aid that he may ask for.

The northern district comprises the whole north coast of the island and has the following light-houses: Cape San Antonio, of second class; Morro de Habana, first class; Punta Maya, fourth class; Stone Key of the North, fourth class; Cruz de Padre, fourth class; Diana Key, sixth class; Cadiz Bay, first class; Boca de Sagua, sixth class; Key Francis, fifth class; Paredon Grande, first class; Maternillos, first class; Punta de Practicos, sixth class; Punta Peregrina, fifth class; Punta de Lucrecia, second class, and Baracoa, sixth class. Recapitulation: Four of first class; 2 of second class; 3 of fourth class; 2 of fifth class, and 4 of sixth class, making a total of 15 light-houses.

The southern district is formed by the entire southern coast of the island and comprises the following light-houses: Cape Mayal, second class; Punta de Barlovento, fourth class; Morro de Cuba, fourth class; Cabo Cruz, second class; Punta de los Colorados (provisional), sixth class; Stone Key of the South, sixth class, and Batabano, sixth class. Recapitulation: Two of second class, 2 of fourth class, and 3 of sixth class, which makes a total of 7 light-houses.

The number of light-house keepers and lookouts in the light-house service, and their annual salaries, has been as follows:

1 first-class keeper, at \$935	\$935
8 first-class keepers, at \$800	6,400
1 second-class keeper, at \$775	775
16 second-class keepers, at \$640	9,600
1 third-class keeper, at \$735	735
14 third-class keepers, at \$600	8,400
3 assistant keepers, at \$600	1,800
1 assistant keeper, at \$480	480
1 assistant keeper, at \$360	360
1 person in charge of Santiago harbor lights	180
4 lookouts (2 in Santiago and 2 in Nuevitas), at \$420	1,680
Total.....	31,345

The keepers who render service at the Cape San Antonio light for a long time past have been given an annual increase of \$135 over the regular salary of keepers of the same class, a concession which was granted to them in virtue of the exceptionally disadvantageous conditions of the said light-house. In sundry light-houses there are not the number of keepers that their class and situation demands, nor do the keepers therein employed always have the rank that they should. It will be necessary next year to furnish each light-house with the personnel that it should have in accordance with its importance and conditions. The light-house personnel and attachés and their annual salaries will be as follows:

1 first-class keeper, at \$935	\$935
11 first-class keepers, at \$800	8,800
1 second-class keeper at \$935	885
14 second-class keepers, at \$700	9,800
1 third-class keeper, at \$735	735
18 third-class keepers, at \$600	10,800
1 person in charge Santiago harbor lights	180
4 lookouts (2 in Nuevitas and 2 in Santiago de Cuba)	1,680
Total.....	33,765

The salary that has been paid to light-house keepers has been \$800 to those of first class, \$640 to those of second, and \$600 to those of third. At the organization of the light-house board, since the salary of \$640 paid to second-class keepers was not the proper average between that of first-class keepers and of third, authority was requested and obtained from the honorable military governor to fix the same at \$700 per annum. It is the intention to grant the said salary on making the appointments and necessary transfers of personnel. A table is inclosed showing the entire personnel in the light-house service on June 30, with annual salaries.

SERVICE OF COMMUNICATION WITH LIGHT-HOUSES.

Light-house keepers are not maintained by the state, but they buy their provisions at the nearest ports, utilizing for the purpose the established communications between the light-houses and said ports for the transportation of mail, supplies, employees, and provisions for keepers. This service is rendered by small sailboats that make from two to four round trips monthly between the respective light-houses and the ports of their departure. The annual cost of this service may be estimated at \$8,568.60. The service rendered by these boats is very deficient and causes inspections to be made with difficulty and delay. A much better service would be rendered if two appropriate steamboats were purchased, one for the northern coast and the other for the southern, but the cost of the same would amount to \$160,000, at least, and their annual expenses would not be less than \$50,000, for which reason it probably would not be convenient for the present to make any change in the established system of communication with the light-houses. Nevertheless, notwithstanding the heavy expenses that it represents, it is almost indispensable to purchase one such steamer that would render valuable service in the inspection examinations that must necessarily be made prior to the preparation of the different projects of works that must be undertaken, in the inspecting visits that during the execution of the same must be made in the placing and care of buoys and stakes.

DEPOSITORY FOR LIGHT-HOUSE MATERIALS.

In the depository for light-house materials situated at 440 B Cerro avenue in this city are kept the relay apparatus and articles for the supply of light-houses. The stock on hand of consumable articles is small, and many of the apparatus and lamps are unserviceable or require repairs. It is necessary to engage the services of an intelligent mechanic to repair and place in serviceable state all such apparatus as it is possible to repair. When the board received from the department of public works the depository of light-house materials, there was a light-house keeper attached to the same. Said keeper shortly afterwards resigned his position, and due to this fact it was thought more proper to substitute him by another class of employee.

NEW WORKS.

Light-house at Punta de los Colorados at the entrance to Cienfuegos.—In the year 1898, during the Hispano-American war, was destroyed by bombardment of United States vessels, the old light-house of third class that was there. After the war had terminated a provisional light was established in the same place, utilizing for the purpose a lamp of the sixth class hoisted on a wooden mast, tents being used for quarters for the keepers. Later on, and in view of the necessity to navigation of having a light-house at this point, plans were ordered prepared for its construction. The chief engineer of the western region at the time prepared a plan which was approved, and which consisted of a tower of mason work 18 meters high from base to the cornice of the balcony, and 19.65 meters from the base to the focal plane. The height of the focal plane above sea level is 28.65 meters approximately. The space in the interior of the tower consists of a cylinder 2 meters in diameter within which will be placed a cast-iron winding staircase. The thickness of the walls of the tower at its base is 2 meters, which gradually decreases to 0.60 meters at its highest point, without including the projection of the cornice. Upon the tower will be placed a modern lenticular apparatus known by the French name of "Feux-Eclairs." This apparatus will be composed of two large lenses, which by means of clockwork will make a complete revolution in 10 seconds, whereby it will throw flashes of white light every five seconds, which will be its characteristic. The tower will be situated in the same place that was occupied by the one destroyed. It will be visible to an observer, looking at it from a height of four meters above sea level, for 15½ miles, and its light at a much greater distance. The plan also comprises the construction of a stone house in two sections, with flat roof, and one entrance, with interior yard within which the tower is situated, and which will occupy an area of

458.85 square meters. This house will be used as a dwelling for the keepers. The approved estimate for the completion of the work is as follows: Contract work, which includes the building of the tower and the keepers' house, \$31,930.68; administrative work, which comprises the purchase in Paris of a lenticular apparatus, with all its accessories and clockwork for its working, iron stairways and iron floor also, for the tower, \$8,523.

The award of the contract was made, with a reduction of 15 per cent on the amount of the estimate. The contract work, that is to say, the tower itself and the house for the keepers, is already finished, and there only lacks the arrival from Paris of the stairway and apparatus ordered to proceed to the installation of the same and finish the light-house. The said articles are expected to arrive at any moment. The price of the work that the contractor had to do, after deducting the 15 per cent on the estimated price, amounted to \$27,141.07, but at the final liquidation it only reached \$25,183.67, as it was found unnecessary to do certain things named in the estimate.

The net prices that have been paid for the principal items of the work are the following:

Excavation	per cubic meter..	\$0.501
Grading	do.....	.802
Ordinary mason work.....	do.....	11.334
Ordinary brickwork with common mortar	do.....	24.433
Brickwork with hydraulic mortar	do.....	30.401
Special mason work.....	do.....	39.297
Hydraulic cement, concrete.....	do.....	25.296
Floors	per square meter..	3.962
Roofs of both kinds (the value of the iron beams not included)	do.....	13.139
Plastering and polishing walls.....	do.....	.923
Painting	do.....	.401
Drains	per linear meter..	4.513

Staking of the channels that lead to the port of Manzanillo.—These important channel markings were destroyed by order of the Spanish authorities on the breaking out of the Spanish-American war. Their importance being recognized by all at the close of the war they were replaced at the principal dangerous points in an imperfect and provisional manner. For the purpose of marking them all in a proper and permanent manner there was presented by this board, and it was approved by the honorable military governor, a project that comprises the placing of a bell buoy, 3 ordinary buoys, and 20 stake beacons. The contract for the placing of the 20 stake beacons was awarded to the lowest bidder at the price of \$1,620. Later on it was deemed convenient to increase the number of stake beacons by three, which, in a like manner, merited superior approval. This work is almost finished at the date of this writing. The cost of the 23 stake beacons contracted for will amount to \$1,858.24. As to the buoys that are to complete the markings they will be placed in position as soon as the ones that are to be employed in the general markings of the ports of the island are purchased.

Port of Caibarien.—There will be employed three new buoys, with anchors and chains, properly painted; one on the Cabeza of Key Francis at the entrance to the port, and another on Caldera Shoal, and another in the Barcos Channel; and another new buoy was left on deposit with the captain of the port, with its anchor and chain as a relay in case of necessity.

CARE OF BUOYS.

Port of Cardenas.—The buoys of the above port have been raised, scraped, and painted the proper color, and again anchored in their places.

Port of Bahia Honda.—The buoys of this port have also been raised, scraped, properly painted, and again reanchored in their places.

NEW WORKS NEEDED.

Light-houses.—The light-house service of the coast of this island is very deficient, the light-houses existing being barely sufficient for the requirements of a very small portion of the long coasts of Cuba. But as all the light-houses needed can not be constructed within a period of many years, those most urgently needed are pointed out as follows: One of the second class in or near Jutias Key, on the Colorado reef, between Bahia Honda and Cape San Antonio, on the north of the province of Pinar del Rio. The said reefs, owing to their nature and extent, make navigation extremely dangerous along that end of the island, as is proved by the many shipwrecks that have occurred there and still continue to occur every year. This light-house is the most urgently needed of all those along the coast. Another of the fourth class on Confites Key or Romano Key to the north of the province of Puerto Principe, and

extremely necessary both to mark well the entrance to the old Bahama Channel as to point out, in case of its being placed on Confitas Key, the only available anchorage in a long extent of coast. Another light-house of first or second order on Breton Key, the extreme western end of the Twelve League Keys, on the south of the province of Puerto Principe, and another, also of first or second class, at the extreme eastern end of the Jardínillos Archipelago to the south of the province of Matanzas. The two latter light-houses are very necessary to navigation on the south coast of the island. The proper studies and estimates not having been made it is not possible to state the cost of the said light-houses, which, on the other hand, in view of their importance, must be high. The greater part of the ports are unprovided with lights pointing out to the navigator their position and entrance. These lights can and should be small lenticular beacons, with white or red light for distinction. The most economical manner of showing the same is to hoist them on wooden masts. There would have to be built in the neighborhood of each light a small house, which, like the mast of the light, may be also of wood, this small house to be used as a dwelling by the keeper and family in charge of the light. The ports in which it is most necessary to place the said lights are Mariel, Cabanas, Bahía Honda, Puerto Padre, Banes, Nipe, Sagua de Tanamo, on the north coast; Manzanillo, Cayo Blanco (Casilda), La Coloma, on the south coast, and the river of Nueva Gerona in the Isle of Pines. Some of these lights may be white and others red. The cost of installation and equipment of these 11 lights it is estimated will not exceed \$23,000, and the maintenance of the same \$11,000 annually.

Buoys and stakes.—The markings of the coasts and of the ports of the island with buoys and stake beacons is also very deficient and limited. The only port that is in a fair condition is that of Habana. The others are either absolutely without any markings at all, or are either deficient or inadequate. In view of this the honorable military governor deemed proper to direct the purchase of as many as 129 buoys of different types and sizes, complete with all their accessories. With these buoys, in the purchase of which the board is engaged, the principal ports and certain dangerous points on the coasts of Cuba may be properly marked. The cost of the 129 buoys and their accessories laid down in Cuba and including importation duties, will be about \$36,600. Until the present time in this island there has been hardly any care taken that the buoys by their form and color indicate on which side they should be left by the vessels passing. In future, in the new markings that are placed, special care will be taken that each buoy shall be of the shape and be painted of the color that corresponds, according to the place in which it may be anchored, in accordance with the International Maritime Regulations concerning markings, and which is the same that is observed in the United States.

Works of repair.—In the coming fiscal year it will be necessary to make slight repairs to the light-houses at Punta de Practicos, Maternillos, Baracoa, and Cabo Cruz. The estimate of the cost of these repairs will be duly presented. The rooms of the keepers at Stone Key of the South light-house are very small and inadequate for the use of the two keepers and their families, and it will be necessary to build there a small house, the cost of which is estimated at \$1,225. At the light-houses of Cape San Antonio, Maternillos, and Punta de Practicos iron tanks for water deposits should be placed. The cost of each of these tanks put in position is estimated at \$250.

Budget.—The budget of the regular and ordinary expenses of the board for the fiscal year from the 1st of July, 1900, to the 30th of June, 1901, is herewith sent.

E. J. BALBIN,
Chief of the Light-House Board.

HABANA, August 28, 1900.

Statement of the personnel employed in the light-house board on June 30, 1900.

No.	Class and category.	Annual salary.	Total.
<i>Central office.</i>			
1	Chief engineer, president of board	\$3,600	
1	Accountant and chief of office	1,800	
1	Assistant to accountant and chief of office	1,400	
1	Official (registry and archives)	1,000	
1	Typewriter	720	
1	Draftsman	900	
1	Pilot	1,500	
1	Messenger	480	

Statement of the personnel employed in the light-house board on June 30, 1900—Cont'd.

No.	Class and category.	Annual salary.	Total.
<i>Deposit of light-house material.</i>			
1	Storekeeper	\$900	\$12,580
1	Laborer	480	
<i>Northern district inspection office.</i>			
1	Inspector	1,800	25,945
1	Official	900	
1	Clerk	600	
1	First-class keeper	935	
8	First-class keepers, at \$800	6,400	
1	Second-class keeper	775	
9	Second-class keepers, at \$640	5,760	
1	Third-class keeper	735	
12	Third-class keepers, at \$600	7,200	
2	Lookouts, at \$420	840	
<i>Southern district inspection office.</i>			
1	Inspector	2,000	11,560
1	Assistant	900	
1	Clerk	600	
5	Second-class keepers, at \$640	3,200	
2	Third-class keepers, at \$600	1,200	
3	Assistant keepers, at \$600	1,800	
1	Assistant keeper	480	
1	Assistant keeper	360	
1	Person charge Santiago lights	180	
2	Lookouts, at \$420	840	
Total			50,085

Budget of the fixed and known expenses for the fiscal year that expires on July 1, 1900.

Central office:		
Chief engineer	\$3,600.00	
Accountant and chief of office	1,600.00	
Assistant to accountant and chief of office	1,400.00	
Official (registry and archives)	1,000.00	
Typewriter	720.00	
Draftsman	900.00	
Pilot	1,500.00	
Messenger	480.00	
	<u>\$11,200.00</u>	
Office materials, postage, telegrams, and petty expenses	300.00	
		<u>\$11,500.00</u>
Storehouse for light-house materials:		
Storekeeper	900.00	
Laborer	480.00	
		<u>1,380.00</u>
Oil and its transportation	5,200.00	
Washing of towels	36.00	
		<u>5,236.00</u>
		<u>6,616.00</u>
Northern district inspection office:		
Inspector	1,800.00	
Official	900.00	
Clerk	600.00	
		<u>3,300.00</u>
Office supplies, postage, post-office orders, and petty expenses	300.00	
Light-house keepers:		
1 first-class keeper	935.00	
8 first-class keepers, at \$800	6,400.00	
1 second-class keeper	885.00	
10 second-class keepers, at \$700	7,000.00	
1 third-class keeper	735.00	
2 third-class keepers, at \$600	7,200.00	
		<u>23,105.00</u>
Lookout and buoy tenders:		
2 lookouts, at \$420	840.00	
1 buoy tender	120.00	
		<u>960.00</u>
Service of communication with light-houses	5,904.60	
Washing of towels for light-houses	459.00	
Office supplies, postage for 15 light-houses, at \$15	225.00	
		<u>34,254.20</u>

Southern district inspection office:

Inspector	\$2,000.00	
Official.....	900.00	
Clerk	600.00	
		\$3,500.00
Office supplies, postage, postal orders, and petty expenses.....		240.00
Light-house keepers:		
3 first-class keepers, at \$800	2,400.00	
4 second-class keepers, at \$700.....	2,800.00	
6 third-class keepers, at \$600	3,600.00	
1 man.....	180.00	
		8,980.00
Lookouts. 2 lookouts, at \$420.....		840.00
Service of communication with light-houses		2,664.00
Washing of towels for light-houses		154.80
Office supplies, postage for 7 light-houses, at \$15		105.00
		\$16,483.80
Total.....		68,854.00

E. J. BALBIN,
Chief of Light-House Board.

HABANA, June 2, 1900.
A true copy.

E. J. BALBIN,
Chief of Light-House Board.

HABANA, August 23, 1900.

Accountant's office, amounts paid up to August 30, 1900, and which correspond to the period comprised between January 8, 1900, and June 30, 1900.

Salary of the members of the board, central office, inspection office of the northern and southern districts, and storehouse of light-house supplies.....	\$8,704.72
Light-house keepers and lookouts (salaries) ¹	10,402.77
Engineering instruments and drawings, and furniture for the office of the board, and office supplies.....	3,020.04
Light-house "Punta de los Colorados".....	25,383.66
Service of communication with light-houses and washing of towels for the same ¹	2,923.20
Olive and mineral oil, sundry stores and their transportation to light-houses	4,723.31
Buoys and stakes	3,172.92
Official visits.....	584.80
Purchase of a collection of plans	10.50
Total.....	58,926.01

There remain pending payment some amounts corresponding to the fiscal year that ended on the 30th of June last and are not included in the preceding statement.

ANTONIO COLETE, *Accountant.*

Countersigned.

E. J. BALBIN,
Chief of Light-House Board.

¹ These services were commenced to be paid for by the board on March 1, 1900, up to which date they were paid for by the department of public works.



CAPT. LUCIEN YOUNG, U. S. N., CAPTAIN OF THE PORT, HABANA, CUBA.

REPORT
OF
LIEUTENANT-COMMANDER LUCIEN YOUNG, U. S. NAVY,
CAPTAIN OF THE PORT.

HEADQUARTERS DIVISION OF CUBA,
OFFICE OF CAPTAIN OF THE PORT,
Habana, July 26, 1900.

SIR: I have the honor to submit the following annual report relative to the office of the captain of the port for the fiscal year ended June 30, 1900.

In preparing this report I consider it my first duty to express my sense of obligation to my chief clerk, Mr. J. A. Giles, who, with unfailing zeal and loyalty, has greatly aided me in the labor and responsibility of carrying forward the work, especially in the organization of a most thorough and complete system of accounts and records of expenditures, as well as the inspection of vessels and other details of the office.

For greater conciseness and convenience the report is made under the following subheads: Harbor patrol, office, records of vessels and passengers, signal station, buoys, repairs to building, subports, wrecks, carrier pigeons, disinfecting plant, general remarks, and light-houses and buoys.

Pursuant to instructions from the Acting Secretary of the Navy, to wit:

NAVY DEPARTMENT,
Washington, August 8, 1898.

SIR: Report immediately to Maj. Gen. John R. Brooke, U. S. A., governor-general of Cuba, for duty as captain of the port of Habana, Cuba.

CHAS. H. ALLEN,
Acting Secretary.

I assumed charge of the office of captain of the port of Habana, relieving Rear-Admiral B. J. Cromwell, U. S. N.

Upon taking charge I found everything in a most chaotic state and requiring a complete reorganization, a task more difficult than the formation of an original establishment.

The harbor patrol were undisciplined, uninstructed, thoroughly ignorant of their duties, and seldom left the wharves to patrol the bay. There were high-salaried and useless persons on the pay roll; permits of various kinds were being wrongfully given; licenses for officers of vessels were being illegally issued; the records of the office were carelessly and incompletely kept; the pilots were permitted to come and go as they pleased, and, in fact, the entire office was without a proper division of responsibility.

I mention the above, not as a criticism of my predecessor, but simply to show the task with which I had to contend.

The proper reorganization was at once begun with a due regard to the employment of natives.

The next thing I had to contend with was a conflict between this office and the military governor of Habana over the question of police jurisdiction in the harbor. The matter was appealed to the military governor of the island, who, on September 20, 1899, issued the following:

[General Order No. 174.]

HEADQUARTERS DIVISION OF CUBA,
Habana, September 20, 1899.

The military governor directs the publication of the following:

The duties of the captain of the port of Habana shall be as follows:

1. The control of the clearance of all coastwise and seagoing vessels and the registry of same, also the registry of all fishing smacks and harbor boats. The captain of the port shall not grant clearance to any vessel until after formal notification from the collector of customs that she is clear of the custom-house.
2. To superintend the mooring of vessels to the wharves, the shifting of vessels from one anchorage to another, the boarding of vessels upon arrival in the harbor, except the boarding by officers of the quarantine service and of the customs service, and the enforcement of all rules and regulations regarding the anchorage of vessels arriving in the port.
3. The control of the ballasting of vessels.
4. To see that all foreign vessels are provided with pilots prior to entering or leaving the harbor.
5. To act as judge when any vessels infringe upon any of the rules and regulations of the port.
6. To keep a record of all vessels built in the port.
7. To keep a record of all sales of vessels or change in their ownership.
8. To keep a proper record of crews of vessels.
9. The examination of pilots.
10. The examination of masters of coastwise and fishing vessels.
11. To keep a record of all vessels entering the port.
12. To judge who is to blame in case of a collision between vessels in the harbor.
13. The enforcement of quarantine regulations and the regulations governing the dumping of garbage and all other matters pertaining to the harbor.
14. To have sole jurisdiction in the preservation of order in the harbor. All arrests in the harbor or upon vessels anchored therein or lying alongside the wharves, except in case of violation of customs law or regulations, shall be made solely by the harbor patrol, acting under the direction of the captain of the port.

ADNA R. CHAFFEE,
Brigadier-General, Chief of Staff.

HARBOR PATROL.

The next step was to organize an efficient harbor patrol, and in this connection I desire to express my sincere gratitude to Gen. Rafael de Cardenas, chief of police of the city of Habana, who not only permitted the transfer to the harbor patrol of one of his captains of police, but also rendered most valuable assistance in selecting from the municipal police suitable and capable men speaking English and Spanish.

All of the old patrol, with one or two exceptions, were discharged, and with the material so obtained a force of ten men was organized.

It was necessary at first to employ small rowboats for patrolling, but in the month of November three small but fast steam launches were purchased, and now, day and night, a guard is constantly parolling the bay, boarding vessels, and enforcing order and discipline.

The harbor regulations were altered and revised to suit existing conditions. The regulations against dumping trash and garbage into the bay are rigidly enforced, and vessels entering the harbor with dead animals on board are required to carry same out to sea and dump them. The ends of the wharves and docks are now cleaner than formerly, and the waters of the bay show a material improvement in the way of cleanliness. It is believed that the sanitary condition of the bay is now such that vessels may anchor anywhere clear of the shores and be practically safe from yellow fever.

The masters of the small boats, of which there are a very large number, have been schooled to such discipline and regard for the law that cases of extortion are rare, and a passenger in one of these boats on the darkest night is as safe as if upon one of the lighted streets of the city, a safety that it is believed can not be vouchsafed in any other large port of the world.

The regulations and tariffs governing the small passenger boats have been revised, printed in English and Spanish upon substantial cardboard, and the boatmen are required to post same in their boats in a place where they may be readily seen.

The regulations as to carrying lights have been a matter of especial watchfulness, and now all of the boats of the harbor, including barges, lighters, and sailboats, except when tied alongside the wharves, are provided with clear white lights, and in this manner the chances of collision and damages to vessels are considerably diminished.

The harbor control now consists of 14 men, 2 corporals, and 11 patrolmen, in charge of a superintendent. They are drilled twice daily, and are subjected to the same discipline as regards roll calls, neatness of appearance, etc., as is the custom in military organizations.

The guardroom and sleeping apartments of the patrol are connected with the offices and residence of the captain of the port by speaking tubes, placing them subject to instant call.

It has been my policy in enforcing the harbor regulations to dismiss all first offenders with a warning.

During the year there were 653 arrests made by the patrol, classified as follows:

Boats reported without lights.....	319
Cases of robbery.....	13
Boats tied to landings and steps.....	86
Fighting and disorderly conduct.....	54
Mutiny.....	5
Committing nuisances in bay.....	15
Attempts at bribery.....	1
Throwing garbage overboard.....	32
Carrying concealed weapons.....	7
Blowing whistles unnecessarily.....	8
Disobeying orders of patrol.....	9
Boats overloaded.....	30
Tying up to shoal buoys.....	10
Violating quarantine regulations.....	64
Total.....	653

Of the above the following dispositions were made:

Warned and dismissed.....	480
Turned over to land police.....	29
Fined.....	70
Boats held.....	14
Total.....	653

In addition to the arrests as given above, the harbor patrol made 49 trips out to sea with dead cattle and 33 boats found adrift in the bay were recovered and restored to their owners.

There were 41 persons sent to different hospitals, and 8 cases of suicide and killed and 20 cases wounded were reported. Nineteen cases of collision and damage were decided.

OFFICE.

My next step was to organize the office and place it upon an economical and efficient basis.

The United States Marine-Hospital Service having been, by Executive order, placed in charge of the sanitary inspection of vessels and quarantine matters, there no longer existed the necessity for the services of the sanitary inspector of vessels, which position was held at the highest salary in the office by an old and decrepit doctor. He was therefore discharged and the position abolished. The official who had supervision of all of the general office work was placed in charge of the records of the office and entries and clearances of vessels. All the office work, including the records of ownership of property, the compilation and arrangement of the records of crews, records of passengers, inspection of vessels, etc., was placed under the supervision of the chief clerk, acting under my direct instructions. The office force now consists of 8 men, 2 of whom are Americans.

RECORDS OF VESSELS AND PASSENGERS.

During the Spanish régime the island of Cuba was divided into provinces, each having a provincial navy, in charge of a captain of the port at the largest port of each province, with assistants at the various smaller ports, the latter, in many instances, being the *alcaldes* of the towns. These provinces were required to keep an elaborate system of records of marine matters, particularly with reference to the ownership of property afloat. Reports were rendered by them to headquarters, called the *comandancia general de la marina*, which was located in Habana.

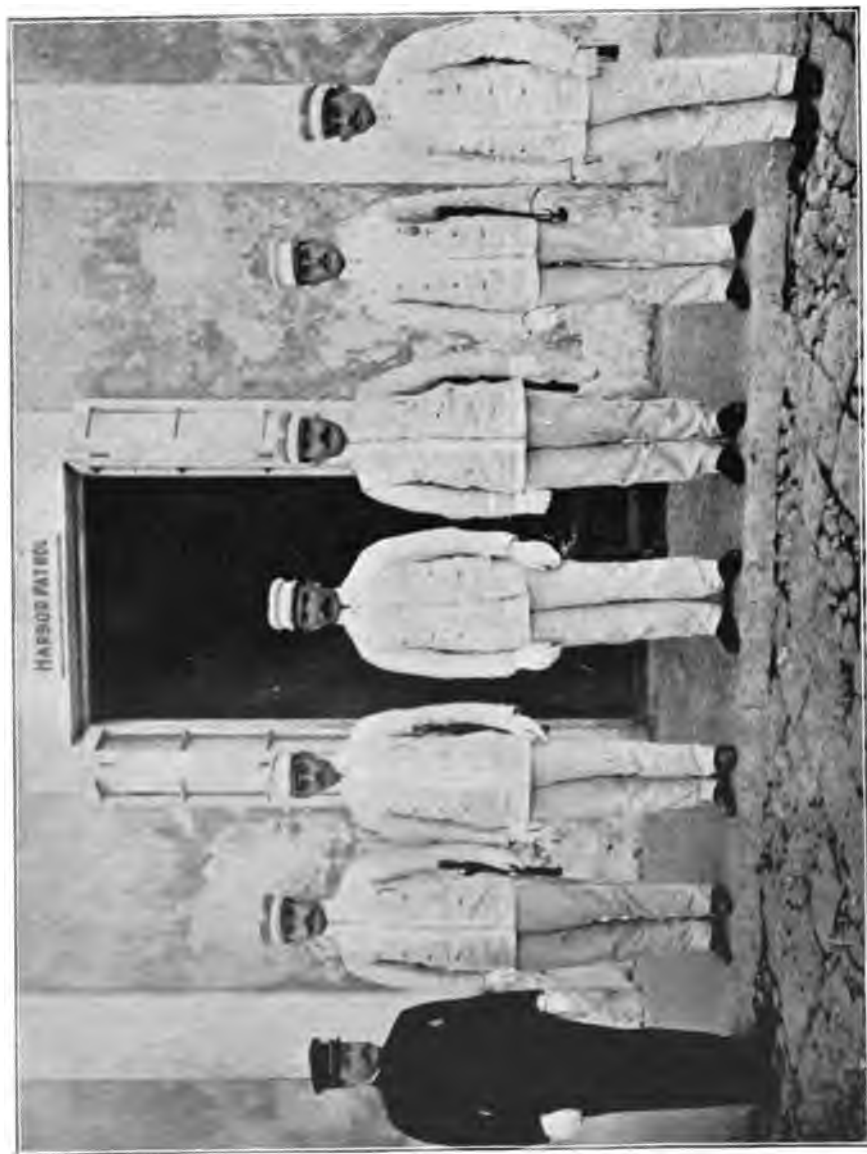
Upon the occupation by the American military authorities it was found that all of the records of the office of the *comandancia general* had been carried back to Spain by the Spanish troops when they evacuated the island. Thus, unfortunately, a great many valuable and useful records containing important statistical information have been lost. The records of many of the smaller ports were also removed, and in the office at Habana practically all except the record of the ownership of vessels for this harbor were carried away.

The records of arrivals and departures of passengers from the port were formerly kept by the *inspección de buques*, under the supervision of the municipal police. This office was abolished, and all of the books kept by that office, extending back to about the year 1854, were, at my request, turned over to me by the chief of police. The work of entering names back to the date the work was discontinued has been completed, and the books classified, indexed, and arranged, thus constituting a complete record, with the exception of a few months, which will be of material assistance in collecting data as to immigration, etc.

The following is a record of passengers arriving at and departing



HARBOR PATROL BOAT, HABANA.



HARBOR PATROL, HABANA.



WRECK OF ALFONSO XII, HARBOR OF MARIEL



COURTYARD, OFFICE OF CAPTAIN OF THE PORT, SHOWING CARRIER PIGEONS IN CAGE IN REAR.

from the port of Habana during the year, as compiled from the lists of passengers deposited by each vessel:

Arrivals and departures of passengers.

Months.	Arrivals.				Departures.			
	From United States.	Spain.	Other countries.	Total.	To United States.	Spain.	Other countries.	Total.
July.....	1,244	583	552	2,379	929	1,043	295	2,267
August.....	2,058	1,005	526	3,589	859	1,392	422	2,673
September.....	961	1,392	445	2,798	946	1,045	274	2,265
October.....	1,267	2,127	451	3,845	705	330	320	1,355
November.....	1,741	2,806	349	4,896	1,395	275	259	1,929
December.....	2,424	3,932	338	6,694	1,761	304	258	2,323
January.....	1,769	1,411	564	3,744	1,772	257	382	2,411
February.....	1,909	1,229	296	3,434	2,128	372	334	2,834
March.....	1,608	2,054	389	4,051	2,723	653	284	3,660
April.....	743	1,319	517	2,579	725	1,711	354	2,790
May.....	733	1,343	421	2,497	804	1,224	377	2,405
June.....	636	1,098	285	2,019	1,003	1,150	323	2,476
Total.....	17,093	20,299	5,133	42,525	15,750	9,756	3,882	29,388

Classification of coastwise vessels.

	Steamers.	Ships.	Schooners.	Brigantines, brigs, and barks.	Smacks, sloops, and boats.	Lighters and barges.	Total.
July.....	135	.....	88	6	92	32	353
August.....	138	.....	71	4	105	29	347
September.....	139	.....	72	5	46	30	292
October.....	134	.....	58	2	45	25	264
November.....	131	.....	67	7	72	33	310
December.....	148	1	81	7	83	34	354
January.....	145	.....	95	10	76	33	359
February.....	105	.....	72	2	56	34	269
March.....	154	.....	97	8	87	43	389
April.....	120	.....	129	6	88	47	390
May.....	134	.....	114	8	88	47	391
June.....	130	1	92	2	74	39	338
Total.....	1,613	2	1,036	67	912	426	4,056

Nationality of ocean-going vessels.

	Spain.	United States.	England.	France.	Germany.	Norway.	Holland.	Denmark.	Haiti.	Cuba.	Mexico.	Austria.	Russia.	Argentine Republic.	Italy.	Portugal.	Uruguay.
July.....	27	55	18	2	9	15	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....
August.....	18	58	16	2	7	22	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
September.....	20	63	17	2	7	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
October.....	17	55	20	2	9	23	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
November.....	12	64	22	3	3	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
December.....	20	58	25	2	10	19	1	.....	.....	2	1	.....	.....	.....	.....	.....	.....
January.....	14	66	31	2	9	21	.....	.....	.....	1	.....	.....	1	.....	.....	1	1
February.....	12	54	22	3	5	17	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....
March.....	15	66	40	3	10	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April.....	16	70	20	2	9	11	.....	.....	.....	1	1	.....	.....	.....	.....	1	.....
May.....	15	68	23	2	10	18	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
June.....	13	62	19	2	6	18	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....
Total.....	199	739	273	27	94	223	2	1	1	9	2	1	2	1	5	2	2

Total number ocean-going vessels entered, 1,583.

SIGNAL STATION.

The signal station at Morro Castle is one of the most valuable adjuncts to the government service of the harbor, and is of inestimable benefit to the shipping interests of the city as well as to the quarantine and customs service and private citizens. This station, situated as it is on Morro Castle, has a complete view of the horizon at sea, which is shut out from the view of the harbor by the heights of Cabanas. The station is of vast benefit to vessels approaching the port, for making signals for assistance, requests for orders, reporting vessels spoken at sea, wrecks, etc. The station is now maintained at a very reasonable expense, and is in charge of a thoroughly competent and efficient man. The force has been considerably reduced during the year, the station has been painted in an attractive manner and a supply of new signal flags provided.

BUOYS.

Owing to the dark shadows from Cabanas fortress, even on moonlight nights, it is almost impossible for vessels without searchlights entering port to pick up the buoys marking the entrance channel, and at the earnest request of many of the masters of vessels I have made arrangements and hope to soon have installed electric-light buoys at the entrance to the channel. There was completed, just at the close of the year, a thorough renovation and overhauling of all of the shoal and channel buoys. There are 27 of these in number, all of which were hauled out on Machina wharf, where a force of carpenters, calkers, scrapers, and painters put them in thorough repair. The allotment of \$1,000 for this purpose, made in February last, was sufficient to put the buoys in good condition, and it is believed that the money was wisely spent, as many of the important shoal buoys marking dangerous places in the bay were in a bad state of repair and in a sinking condition. The copper and zinc covering to many of the wooden mooring buoys was in many cases stolen, and the wood so exposed was badly damaged by the teredo. The services of one man at a nominal salary are employed in constantly bleeding and caring for all of the buoys, and with this attention it is not thought that it will be necessary to make any extensive repairs for some length of time.

INSPECTION OF VESSELS.

The matter of inspection of vessels and the licensing of officers thereof has been one of particular study, and in this connection, considering the great importance of the work, a set of regulations governing this and other matters was carefully prepared, based upon the maritime laws of Spain as far as practicable, with such additions and alterations as were thought necessary to fit existing conditions. Blank forms of application, certificates, and licenses were adopted, based upon similar forms used by the United States steamboat inspection service. The inspection of steam vessels, which was but casually done, if at all, by the Spanish authorities, is being prosecuted with vigor, and a number of vessels plying in the harbors and along the coast have been condemned as being dangerous to life and property, and compelled to undergo thorough repairs, to be placed in sanitary condition,

and required to be provided with proper life-saving and fire apparatus. Owing to the innumerable boats engaged in the harbor and coastwise trade, many of which carry passengers, it was decided that all vessels of over 5 gross tons should be subject to an annual inspection, and to be furnished with certificates. Officers of vessels holding licenses issued by any competent authority are given Cuban licenses without examination, but applicants for original licenses are required to stand a written examination to test their ability and to show their fitness and qualifications for the positions for which licenses are asked. No charge is made for the issuing of either certificates of inspection or for licenses to officers. The regulations not being promulgated until May 1, 1900, but little progress was made during the fiscal year just ended, but with the new year now entering it is to be hoped that every vessel of Cuban registry will have undergone a thorough inspection, and the work established upon a firm basis.

During the year there were 196 licenses issued and 61 vessels inspected at this port. Nine of the vessels inspected are now undergoing necessary repairs.

REPAIRS TO BUILDING.

The building known as the Capitanía del Puerto is occupied by the captain of the port as a residence, and is also used as offices by him, as barracks for the patrol, as offices for the pilots and the Marine-Hospital Service, as sleeping quarters for the crews of pilots' boats, crews of launches and patrol, and a portion on the ground floor is set aside for the use of the boarding inspectors of the custom-house. It was found, upon taking possession, that the building was in no condition for habitation. The floors on the ground floor were of rotten wood, with deposits of sweepings and filth underneath; the tiled floors in many places had been broken through, the plastering on the walls had fallen off; the ceilings were covered with rotten canvas, on top of which an immense quantity of filth and insects had accumulated for years; the roof leaked in many places, the windows were broken, doors were knocked off their hinges, etc. In the courtyard there was a tumbled-in sewer of over 4 feet in diameter, through which the drainage from what is now used as the post-office building and from other buildings in the rear had been for years filtering into the earth under the court and building. This sewer, when afterwards excavated, emitted excessively disagreeable odors. This drain entered into a large cesspool about 20 feet in diameter and 10 feet deep, under the northern end of the building, with another cesspool under the central portion of the building. An estimate was made as to the cost of repairs and the contract let for the work. The entire building was renovated and painted, cement and tiled floors put in, modern plumbing and gutters placed, new gas pipes and electric wiring installed, doors rehung, windows replaced, electric bells and speaking tubes installed, and the building inside and outside placed in an attractive, healthy, and sanitary condition.

SUPPORTS.

On October 27, 1899, General Orders No. 203, Headquarters Division of Cuba, was issued, giving the captain of the port of Habana supervision over all of the subports of the island. Pending the preparation

of the rules and regulations referred to, very little improvement in the condition of affairs at any of the other ports was accomplished. A general oversight was kept of the matters pertaining thereto and advice given as the different questions arose. Since the publication of the regulations considerable improvement has been noticed, more particularly at Cienfuegos and the larger ports.

Beginning with the new fiscal year estimates of funds for the sub-ports will be forwarded through this office, and it is hoped that, by thus having entire charge of the offices, a far more satisfactory showing can be made.

Owing to the fact that all of the smaller offices were more or less at sea and without instructions, the work has been neglected, and no accurate statistics can be furnished as to any work accomplished.

Owing to many complaints of the high, unreasonable, and unequal pilotage charged at the different ports, steps were taken soon after assuming control of the other ports to thoroughly revise and equalize all of the pilotage tariffs and the regulations governing the pilots. These revised tariffs were promulgated on May 1, 1900, and with five exceptions seem to be giving greater satisfaction to the general public than formerly.

Steps are now under way, in justice to the pilots at the ports referred to, to again revise the tariffs, which will be issued within a few days, and in future it is thought that a far more satisfactory condition of affairs will be experienced.

In order to insure a greater efficiency on the part of the pilots, they were organized into boards in charge of a chief pilot. These boards are organized upon the basis of an insurance company, by which they are taken care of in case of sickness or accident, and after having served continuously for ten years may be retired on one-fourth pay. Pilots when appointed are made auxiliary pilots and as vacancies occur they are promoted to be regular pilots at increased pay, thus providing for a gradual succession, and insuring greater fidelity and faithfulness.

WRECKS.

There are scattered around in various portions of the harbor of Habana a great number of old wrecks and hulks which not only interfere with navigation, but take up a good deal of space that could be utilized for dockage purposes. Some of these wrecks have been partially dismantled and the hulks permitted to sink, rendering their removal very imperative, owing to their forming a foundation for the accumulation of sand and mud in the form of bars and obstructions. The owners of these hulks have been officially notified by this office to remove same within a specified time, and advised that upon failure to do so they would be confiscated and removed by the government.

The southwest portion of that part of the harbor known as the "Ensenada de Guanabacoa" has been set apart for these wrecks, where they will not interfere with navigation, and to which place they will all be removed as soon as practicable.

The U. S. battle ship *Maine*, which was blown up on February 15, 1898, is now lying in the very center of the harbor, and is a constant menace to shipping. This wreck has sunk in the mud about 8 feet within the past year, and is now almost out of sight, only a small portion of a few frames, davits, and auxiliary cylinder, one mast with

military top, and the searchlight platform being out of water. The sinking of the whole entirely out of sight is a question of only a short time, and, together with its own bulk, the already fast-accumulating drift and mud will form a constantly-increasing shoal, a serious obstruction to navigation in the most important part of the harbor. Two verbal propositions were made within the last year by reliable and reputable firms to remove the wreck for the material alone—and that, too, without the use of explosives—agreeing to give a bona fide bond to that effect. As the United States Government has never abandoned this wreck it has, in accordance with the principles of international law, never lost its national character, and is, therefore, still the property of the United States and subject to the control of the Secretary of the Navy. I therefore made a verbal request to the military governor of the island of Cuba that permission be obtained through the proper channels for the removal of the wreck of the *Maine*, as proposed by the two firms referred to, and I take this opportunity to again request that my original recommendation be favorably acted upon—that the United States Government either remove the wreck or place it subject to the orders of the military governor of the island of Cuba for such disposition as may be deemed advisable.

There is another wreck lying partially across the entrance to the harbor of Mariel which should be removed as soon as possible. This port has been designated as the quarantine station for the port of Habana, and the wreck referred to is a serious obstruction to large vessels entering the narrow channel only 50 feet in width. The wreck is one of the Spanish trans-Atlantic transports, the *Alfonso XII*, and, having been run ashore by one of the United States gunboats during the war with Spain, it was held by an official decision of the Attorney-General of the United States that it was under the immediate jurisdiction of the Secretary of the Treasury of the United States. A proposition, similar to those made for the removal of the *Maine*, was made to raise and remove this wreck, and the permit which had been given for the work was, in accordance with that decision, revoked. Subsequently, in an official communication from the War Department, this and similar wrecks were placed under the jurisdiction of the military governor of the island of Cuba. In accordance with this authority steps are now being taken to remove the wreck of the *Alfonso XII* as before proposed, and, although the price of old iron in the market has fallen considerably, the proposition appears practicable, and in the event of failure I would recommend the removal of this wreck at the expense of the military government.

CARRIER PIGEONS.

It has been recognized by most governments that some rapid and at times secret communication is needed in the absence of telegraphic facilities, and for which purpose the carrier pigeon has been considered an important factor. For that purpose the naval authorities of the United States have for years been breeding and improving a first-class breed of birds. A cote was established at the naval station at Key West, Fla., and the commandant has kindly presented me with six pairs of celebrated carriers, which are now installed in a cote at the Capitanía del Puerto of Habana, and I trust that, within a short while, they will be extremely serviceable, especially for military purposes.

DISINFECTING PLANT.

During the sickly season of last year a special permit was given by the military governor for the erection of a temporary disinfecting plant near the Caballeria wharf and partially in front of the Capitania. This plant was installed, as permitted, not only in the way of a very cheap and unattractive building at one of the public approaches to the city, but it is very inconvenient for passengers and takes up a considerable space of the already overcrowded public landing for small boats. As no effort appears to have been taken by the officials in charge to regard the temporary injunction, I would most earnestly request that this plant be removed to some more suitable and appropriate situation.

GENERAL REMARKS.

As the duties of the captain of the port require him to see to the proper enforcement of the quarantine laws, I have kept in close touch with the United States Marine Hospital authorities, and little or no trouble, beyond a few fines imposed upon small boats, has been experienced in executing the laws. The former excessive uncleanness of the harbor makes this duty most important, and great care has been taken to improve this condition by the rigid enforcement of the harbor regulations. If the deposits from the sewers and filth from the surface be prevented from entering the bay, it would require but a few years for the harbor to clean itself. The tidal flow is very sluggish and at the highest spring tides has never been known to have a range of more than 3 feet 1 inch, with an average of about 17 inches. The current enters the bay as a rule along the western shore, circling around the upper end of the bay, and going out on the Casa Blanca side, thus producing slack or stagnant water in that portion of the bay, only to be moved by a southerly wind; hence there and along the Casa Blanca shores the sewer and surface products are deposited, and, by exposure to the sun and air, make those sections dangerous from yellow fever. In that portion of the harbor toward Belot's the anchorage is safest, and to accommodate the lines of vessels to and from Florida, which are not permitted to anchor in the bay during the quarantine or sickly season of the year, a mooring buoy has been placed off Santa Catalina for these vessels, at the request of the managers of those lines.

TIME BALL.

Owing to the great number of seagoing vessels entering the port, some of which cross the Atlantic from Europe, I received innumerable requests from masters of vessels to obtain some means by which their chronometers could be regulated. This was particularly desirable, in addition, from the fact that there are no means nearer than Savannah, Ga., by which chronometers can be rated. Acting upon these importunities I asked for and obtained an allotment of \$650 to cover the installation of a time ball upon the roof of the building. The ball and apparatus, of the latest improved design, was purchased and placed upon a tower upon the roof of the Capitania, which was formerly used as a signal station. The ball is connected with wires direct from the Naval Observatory at Washington, and is of such a size and occupies such a position that it can be readily seen from a majority of vessels anchored in the bay. The ball drops daily at 11h. 30' 35" a. m. on noon, seventy-fifth meridian, west of Greenwich.

FISHING.

Owing to the lack of sufficient number of coast patrols it has been exceedingly difficult to enforce the laws with regard to fishing and sponging, and to prevent vessels from Jamaica and the Bahama Banks from encroaching upon the fishing grounds in the waters of the island. The law has been enforced as far as practicable, and, in every instance of violation of the fishing laws, severe penalties have been imposed.

DISCHARGE OF CREWS.

A great deal of trouble has been experienced in regard to masters of vessels desiring to rid themselves of objectional members of their crews, or to reduce expenses while lying idle in the bay, who throw upon the city a lot of paupers and undesirable persons. The regulations of the harbor require that no member of a crew shall be shipped or discharged without the consent of this office, and with this check it is believed that the evil is greatly lessened. In each and every instance where offenders have been caught the law has been rigidly enforced and severe fines imposed.

WHARF.

In view of the fact that the wharfage front is inadequate for the needs of the shipping interests of the port, the small sail and row boats are forced to congregate in great numbers in front of the public landing fronting the post-office and Capitanía. These landings are also used by the launches of the captain of the port, the Marine-Hospital Service, the post-office, army transports, and for the boats of the pilots. I would, therefore, respectfully recommend that a breakwater be constructed running from the Neptuno, or stone wharf, parallel with the front of the Fuerza. This would provide an excellent harbor for the boats of the government service, and it has been estimated by the Engineer Department that such a breakwater could be built for about \$5,000. This estimate also includes the small amount of dredging between the breakwater and the Fuerza which would be necessary. I would further recommend that a small wharf be built just in front of the Capitanía for the further convenience of the public boats referred to. It is estimated that such a wharf could be constructed for a sum not to exceed \$400.

STATEMENT OF EXPENDITURES.

There is given below a summary of the various expenditures made during the entire year, including the month of July, 1899, which was before I assumed charge:

Repairs to building.....	\$19,001.56
Purchase of launches.....	10,406.25
Purchase of furniture.....	2,314.56
Erection of time ball.....	591.81
	<hr/>
Office expense.....	32,314.18
Harbor patrol.....	8,632.49
Signal station.....	8,052.22
Inspection of vessels.....	4,992.54
Buoys.....	3,791.11
Crews and maintenance of launches.....	1,551.06
Printing, etc., for supports.....	5,400.65
General expense, including disinfectants, gas and electric lights, ice, salaries of janitors, etc.	795.25
	4,396.53

69,426.30

It should be borne in mind that, in view of the conditions in which matters were found after the evacuation by the Spanish authorities, considerable money had to be expended in properly organizing and equipping the various departments.

After deducting the amounts of \$19,001.56 for repairs to building, \$10,406.25 for purchase of launches, \$2,314.56 for purchase of furniture, and \$591.81 for purchase and erection of time ball, it may be readily seen that the amount necessary for carrying on the work during the coming year will not, in all probability, exceed one-half the amount expended as shown above for the year just ended.

LIGHT-HOUSES AND BUOYS.

I have the honor to still further report that owing to the great needs of improvement and rehabilitation of the light-house system of the island of Cuba a light-house board was organized with the military governor as president ex officio, Mr. E. J. Balbin, a civil and mechanical engineer, as chief, and myself as chairman. Two inspectors were appointed, one for the north coast and the other for the south coast of the island, with the captains of the different ports designated as local inspectors of all aids to navigation within their respective districts.

The subject is a most important one, as it relates to the safety of human life and a vast amount of property, as well as to the facilities for the rapid communication between different ports of the intricate and extensive shore line of the island of Cuba.

As a preliminary step every effort has been made to obtain information in regard to the coast and harbors, and to determine the location for and the means of construction of light-houses, beacons, and buoys, as well as other aids to navigation. This was a most difficult task, as all the charts of the shoals, bays, rivers, and sea approaches to the island are full of most serious errors; in fact, most of them are worthless.

The Spanish officials had removed all sea marks during the recent war with the United States, and many of the light-houses were either injured or destroyed by the effects of gun fire. Notwithstanding this embarrassment many of the old buoys that were found lying about on shore were utilized and placed in position to mark the most important channels, and those which were found in the inner harbors were taken up, scraped, painted, and replaced.

Specifications have been prepared and bids requested for supplying of 50 second-class and 2 first-class can, 50 second-class nun, and 2 bell buoys, together with all accessories. As soon as these buoys can be obtained, they will be used to replace the old ones, which will be brought to the depot set apart for the purpose in the navy-yard at Habana, to be repaired for use in more unimportant and seldom used places.

So far three new buoys have been placed in the harbor of Caibarien, one to mark the rocks off Cayo Frances at the entrance to the harbor, a second to mark the shoal of Caldera, and the third at the entrance to the Canal de los Barcos. From Cape Cruz to Manzanillo most excellent work has been accomplished in the buoying out of a deep-water channel by which vessels of deep draft can now enter that important harbor, which they could not do before without a long detour to the westward through the Cuatro Reales, and it is proposed to continue

the work of establishing buoys, beacons, and lights in the channels from Manzanillo to Casilda inside the keys.

A careful inspection and running examination has been made of the inland waters and keys between the southwest coast of the island and the Isle of Pines and the Gulf of Cazones on the east to Cape Frances on the west, and it was found that fully 18 feet of water exists in two separate channels leading from the sea to the anchorage off Batabano. As soon as these two channels can be beacons and buoyed, that southern port at the terminal of the railroad and within two hours of Habana will become of the greatest importance.

There also exists an inside channel of sufficient depth as to be serviceable for coasters between the Colorado Reefs and the west coast of the province of Pinar del Rio. This channel and the two leading to Batabano should be buoyed as early as practicable, even if it be necessary to postpone similar improvements in the eastern end of the island.

The hydrographic survey of the island of Cuba has been assigned to the hydrographic office of the Navy of the United States, and as a commencement there have been during the last season three vessels engaged in that work, and as it is under the charge of very competent naval officers the work is sure to be done in a most satisfactory manner, and, as completed, will be properly marked by such aids to navigation as may be necessary.

The light-houses that were found to be in ordinary working condition at the time of occupation by the military government, January 1, 1899, were as follows:

(1) The light-house on Cape San Antonio, which is of the second order, fixed white, varied by a white flash every thirty seconds.

(2) The light-house on the Morro of Habana, which is of the first order, fixed white, varied by a white flash every thirty seconds.

(3) The light-house on Punta de Maya at the entrance to the harbor of Matanzas, which is of the fourth order, a fixed white light.

(4) The light-house on Cayo Piedras del Norte, which is of the fourth order, fixed white, varied by a red flash every two minutes.

(5) The harbor light of the sixth order, fixed white, on Diana Cay, in the harbor of Cardenas.

(6) The light-house on Cruz del Padre, which is a fourth-order fixed white light.

(7) The light-house on Bahia de Cadiz, which is a first-order fixed white light varied by a white flash every minute.

(8) The light-house on Cayo Hicacal at the Boca de Sagua, which is of the sixth order, fixed white light.

(9) The light-house on Cayo Frances, which is a fifth-order fixed white light.

(10) The light-house on Paradon Key, which is a first-order fixed white light, varied by a white flash every minute.

(11) The light-house on Maternillos Point, which is a first-order fixed white light, varied by a white flash every minute.

(12) The light-house on Punta de Practicos at the entrance of Nuevitas Harbor, which is of the sixth order and a fixed white light.

(13) The light-house on Punta Lucrecia, which is a second-order red light, eclipsed by a red flash every minute.

(14) The light-house at Baracoa, which is a sixth-order fixed white light.

(15) The light-house at Cape Maysi, which is a second-order fixed white light.

(16) The light-house on Piedras Cay, which is a sixth-order fixed white light.

(17) The light-house at Batabano, which is a sixth-order fixed red light hoisted on a staff.

Since the period above referred to the following repairs have been made and the lights put in operation:

(1) On the Punta de Barlovento at the entrance to the harbor of Guantanamo a tower has been constructed, on top of which is exhibited a fourth-order fixed red light.

(2) On the wharf of Caimanera two fixed white lights with red and green sectors are exhibited.

(3) The light tower on the Morro of Santiago has been repaired, and from it is exhibited a fourth-order fixed white light, varied by a white flash every fifteen seconds.

(4) A harbor light of the sixth order has been placed on Morrill Point at the outer entrance to the harbor of Santiago.

(5) A fixed white beacon has been placed on Gorda Bank in the lower harbor of Santiago.

(6) A fixed red light has been placed on the end of the wharf in front of the office of the captain of the port at Santiago.

(7) The light on Cape Cruz has been replaced and is of the second order, a fixed white light, varied by a red flash every three seconds.

(8) A tower has been built of stone on the Punta de los Colorados at the entrance to the harbor of Cienfuegos, and a sixth-order fixed white light, which has recently been exhibited from the same place on a staff, will soon be replaced by a fourth-order flash light every five seconds, mounted on the tower.

It is proposed now to erect at the entrance to the Boca de Marillanes a sixth-order fixed red light in order to assist large vessels to enter the harbor of Sagua, as the light on Cayo Hicacai was intended only for coast vessels or for the outer anchorage for large vessels.

A light is needed on Cayo Confitas to mark the south side of the eastern entrance to the old Bahama Channel, and it is proposed to place there a fourth-order light. There is not only a strong current at this place, but behind this key there is a good anchorage for vessels during bad weather, and, as the channel is narrow at this place and the reef dangerous, it would not be amiss to place with this light-house a fog signal of some kind, such as a steam horn.

Off the northeast coast of Cuba that portion of the Atlantic Ocean lies within the limits of the northeast trade winds. These winds blow with the greatest regularity the year round, and, having the broad expanse of the Atlantic Ocean, a strong indraft is caused to set directly on shore, or at an angle depending upon the trend of the coast. These trade winds are in this vicinity much interrupted throughout the winter season by storms such as frequent the West Indies. Now, from an examination of the chart, it will be seen that there is a long stretch of diversified coast line between Cape Lucrecia and Cape Maysi on which vessels are liable to become wrecked by this indraft; hence it is highly necessary that a first-class light should be erected on Punta de Mangle, halfway between these two capes.

It will also be noticed that the light at Baracoa has the same characteristics as that on Cape Maysi, and, from the same cause above stated, a vessel going to the eastward is likely to be set in, and, in picking up the Baracoa light, mistake it for Maysi, and on a dark night run aground, upon the supposition that the cape has been passed. Again, a vessel coming from the north and east is more than liable to be set to the southward and westward and pick up the Baracoa light instead of Maysi and, in consequence, come to grief. I would therefore recommend that a red light be substituted as soon as possible for the white light at Baracoa.

There is another long stretch of coast line from Cape Cruz to Cape San Antonio, at the western terminus of the island of Cuba. This coast line is one continual extension of islands, keys, and dangerous shoals, which are washed by a northerly drift from the Caribbean Sea, and it is within the limits of the tropical storms. It is therefore of absolute necessity to erect a first-class light-house with sectors to cover the safety limits—one on Cayo Briton and another on East Guano Key, at the eastern extremity of Jardínillos Banks.

These two lights, in addition to the protection afforded to vessels navigating along the southern coast, will guide vessels entering and leaving the important port of Cienfuegos, either from the east or west. As soon as the light on Jardínillos Banks is in operation a small light on Piedras Key can be dispensed with and a fifth-order light substituted on Diego Perez Key at the entrance to the eastern channel of Batabano. This small light will also assist vessels in making an entrance from the Gulf of Cazones to the eastern channel leading to Batabano.

On the southeast end of the Isle of Pines there is a most commodious harbor—Seguranza Bay—having a depth of from 5 to 7 fathoms, with an entrance over a bar of 18 feet. This bay is not only important for commercial purposes, but, with a little dredging over the bar of soft coral sand, could be made into a harbor of refuge for the largest vessels. It is therefore proposed to erect on Francis Point a fifth-order light. This light will also serve to keep vessels going to the eastward from around Cape San Antonio, off the southern coast of the Isle of Pines.

It is also proposed to erect a fifth-order light on Cape Francés to mark the entrance to the deep channel entering from there around the coast communicating with the small villages along the south side of Pinar del Rio, from there to Batabano. This light will be provided with a sector to clear the rocks on the south and the shoal off the northeast trend of Cape Francés.

The great extent of coast on the north of Pinar del Rio is skirted nearly the whole way by dangerous broken reefs and numerous heads of rocks called the "Colorados." The outer limits of these great barrier reefs are but imperfectly defined, nor will the lead give any warning, and the sea seldom breaks. The land behind is so low as to be out of sight from the edge of the reef, and the current in the immediate vicinity is strong and extremely variable. They are dangerously exposed to the northers which frequent the Gulf of Mexico, and vessels have been known to drift as much as 20 miles out of their courses in a single night toward these reefs, and, without exception, more wrecks occur on these reefs in a year than in any other portion of the coast of the island of Cuba. So dangerous are they considered by mariners that in coming through the Yucatan Channel or from the coast of Yucatan, Mexico, or Texas they make Loggerhead Light or Tortugas before heading for the coast of Cuba.

It is therefore of primary importance that these reefs should be properly marked, and it is proposed at the earliest opportunity to place a bell buoy on San Antonio Knoll; a fifth-order light at Buena Vista Channel; a first-order light on Justias Key, to be varied by a 5-second flash to distinguish it from the San Antonio light; another first-order fixed light at the entrance to Bahia Honda. These lights will serve not only to keep vessels off the reefs, but will be guides to vessels seeking an anchor of refuge during bad weather in some of the good anchorages to be found inside the keys. The two lights for Justias Key and for Bahia Honda have been ordered and plans and specifications are being prepared for bids to be received for the towers for each place.

It is further recommended that the following harbor lights be installed, viz: In Mariel, Cabanas, Puerto Padre, Banés, Nipe, Sagua de Tanamo, Manzanillo, and Cayo Blanco off Casilda.

It is of the utmost importance that one should be placed at Mariel as soon as practicable, as that harbor is well sheltered and the only one in close proximity to Habana available for quarantine purposes, and a quarantine station has already been established there. The entrance to this harbor is only 50 feet wide, and the largest vessels from foreign ports are likely to be sent there for detention at any time.

In conclusion, I would further recommend that in view of the fact that the Windward Passage is most frequently used by vessels of the North Atlantic entering or returning from the Caribbean Sea, a signal station be installed at or near the light-house on Cape Maysi, this station to be connected either by long-distance telephone or by telegraph to the nearest cable office, so that vessels can report, as is the custom not only here in Habana but at similar points all over the world.

In order to maintain an efficient light-house service and the proper handling of buoys it will be necessary to place in commission two properly equipped steam tenders, one for the north coast and the other for the south coast.

These tenders should be of sufficient tonnage and deck space to be capable of transporting on each round trip fully 15 buoys to and from the depot in Habana.

Very respectfully,

LUCIEN YOUNG,
*Lieutenant-Commander, U. S. N.,
Captain of the Port.*

The ADJUTANT-GENERAL DIVISION OF CUBA,
Habana, Cuba.

